B&O Track Work Nears 100% Mechanization

March 16, 1959

RAILWAY AGE *weekly*

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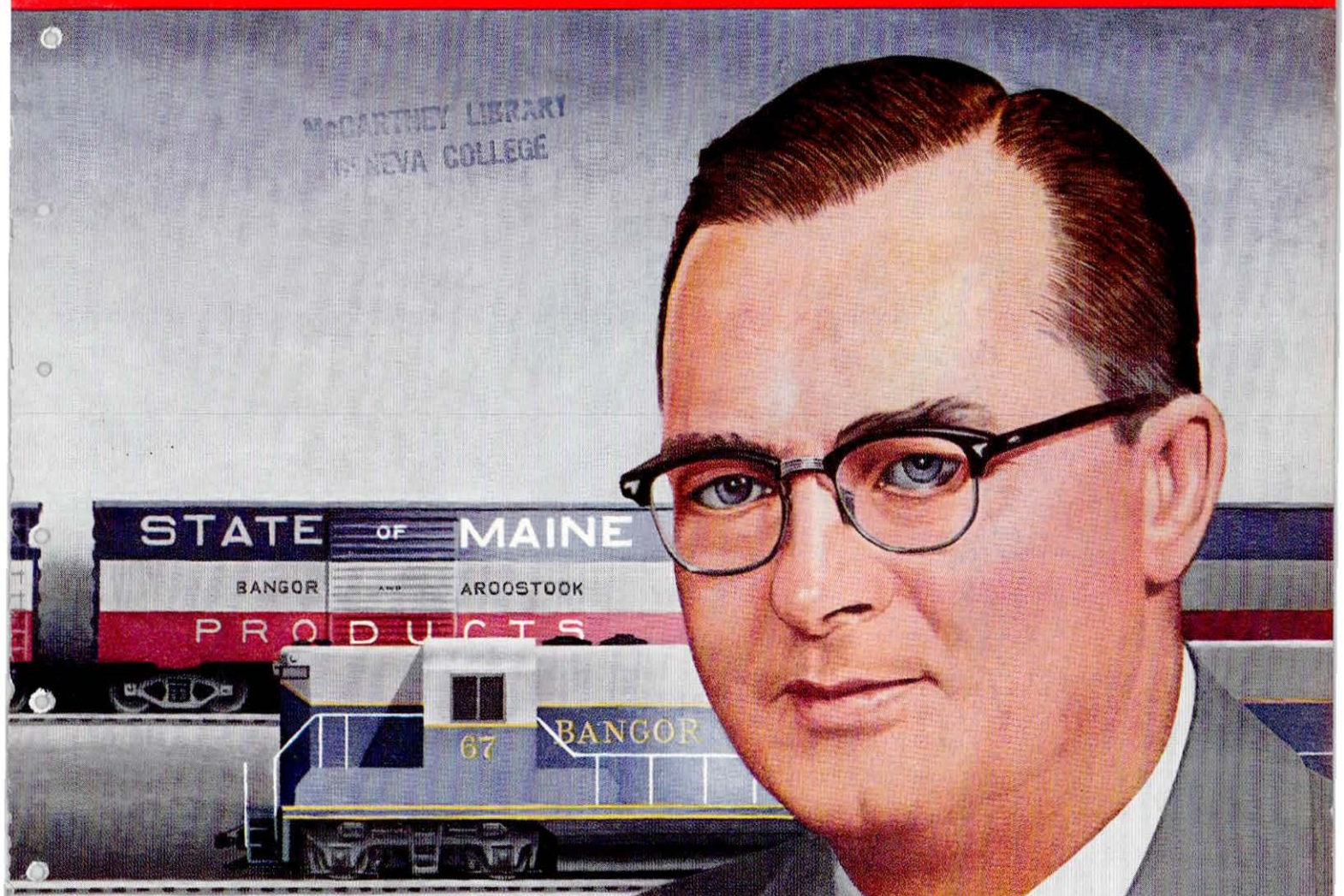

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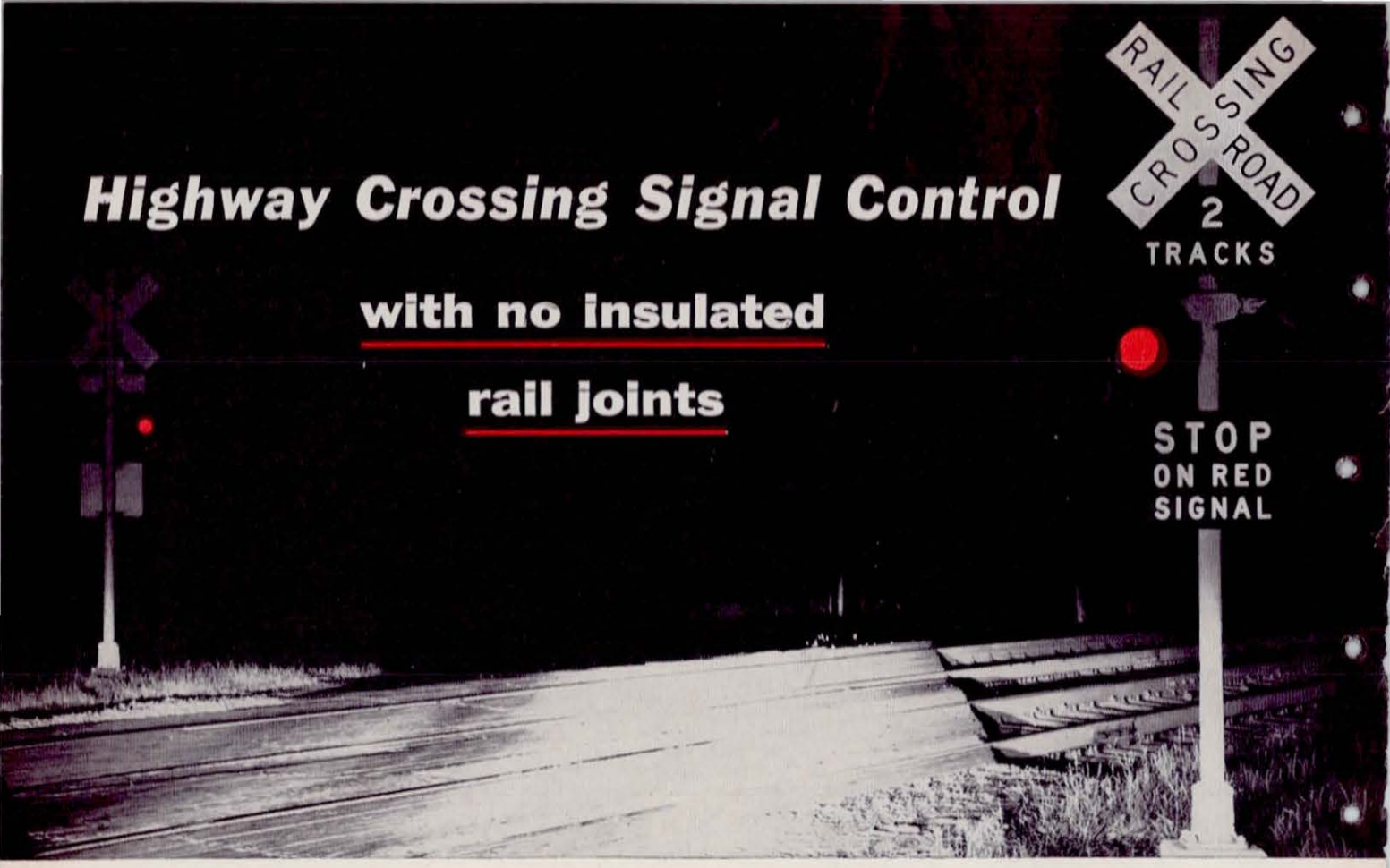

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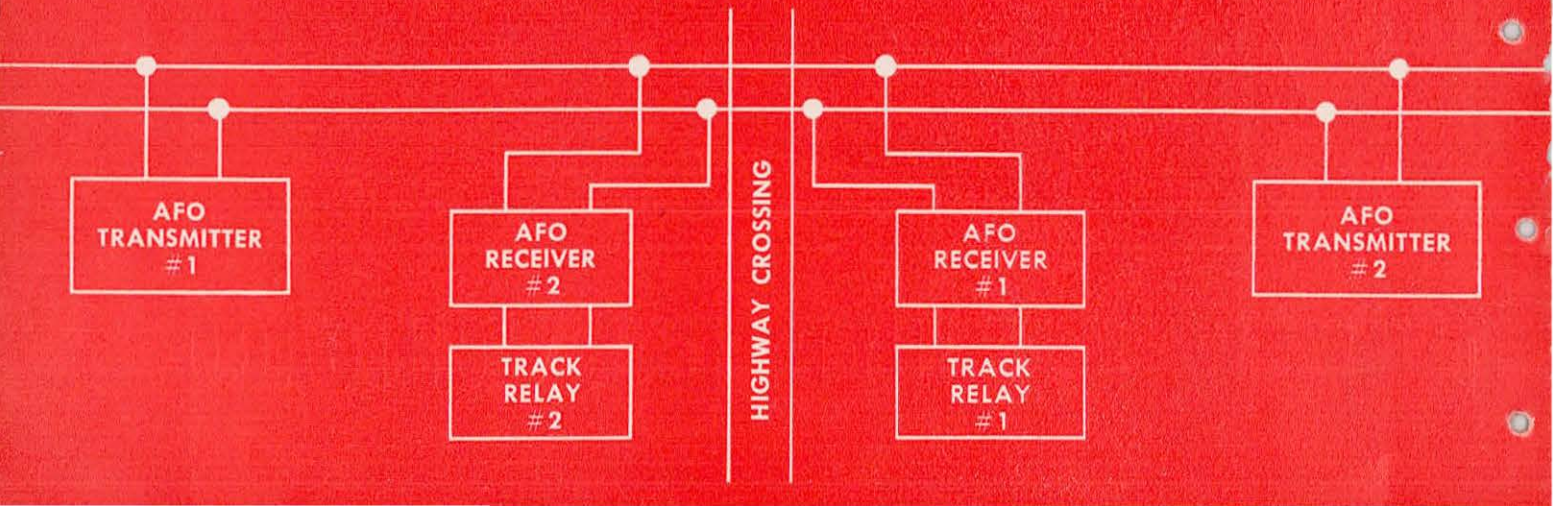

RAILWAY AGE *weekly* March 16, 1959 • Vol. 146, No. 11

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RR equipment orders soaring ..... p. 9

Company shops and commercial builders have received orders for new rolling stock costing $325,000,000 since Jan. 1. More freight cars have been ordered in the first 11 weeks of 1959 than were ordered in all of recession-ridden 1958.

How lube pads get OK from the AAR p.12

Here's an outline of the tests, and the procedure to be followed by the sponsor of a new journal lubricating device.

Cover Story—B&O track work nears 100% mechanization p.15

The object is to get more track work done at lower unit cost. To achieve it, the road leased 1,328 pieces of equipment from Morrison Plan, Inc., to supplement what it already owned.

Needed: Money for improvement p.22

There are big backlogs of railroad improvement projects that have tremendous potential in terms of better service at lower costs. But, Dan Loomis told the AREA convention, to get them under way railroads must have relief from taxation and featherbedding.

Hotbox detector sets signals p.24

It sets them to the Stop aspect automatically when it detects abnormal journal heat. The device, made by the Servo Corporation, has been installed by the PRR on its heavy-traffic Trenton cutoff. The road plans to install 20 more.

Plan III proposal condemned p.28

ICC finds Burlington tariff would constitute "destructive competitive practice." Commission also rejects B&O proposal for meeting Plan III competition.

Highway cost questions posed p.40

AAR Economist Behling tells Chicago rail-highway conference that Congress must consider who's going to use the new federal highways—and who's going to pay for them.

The Action Page p.46

Railroad managements want to limit the discussion with unions "at this time" to one proposal. The proposal is management's suggestion that both sides ask President Eisenhower to appoint a commission to study the working rules issue. The subject deserves first place on the docket.

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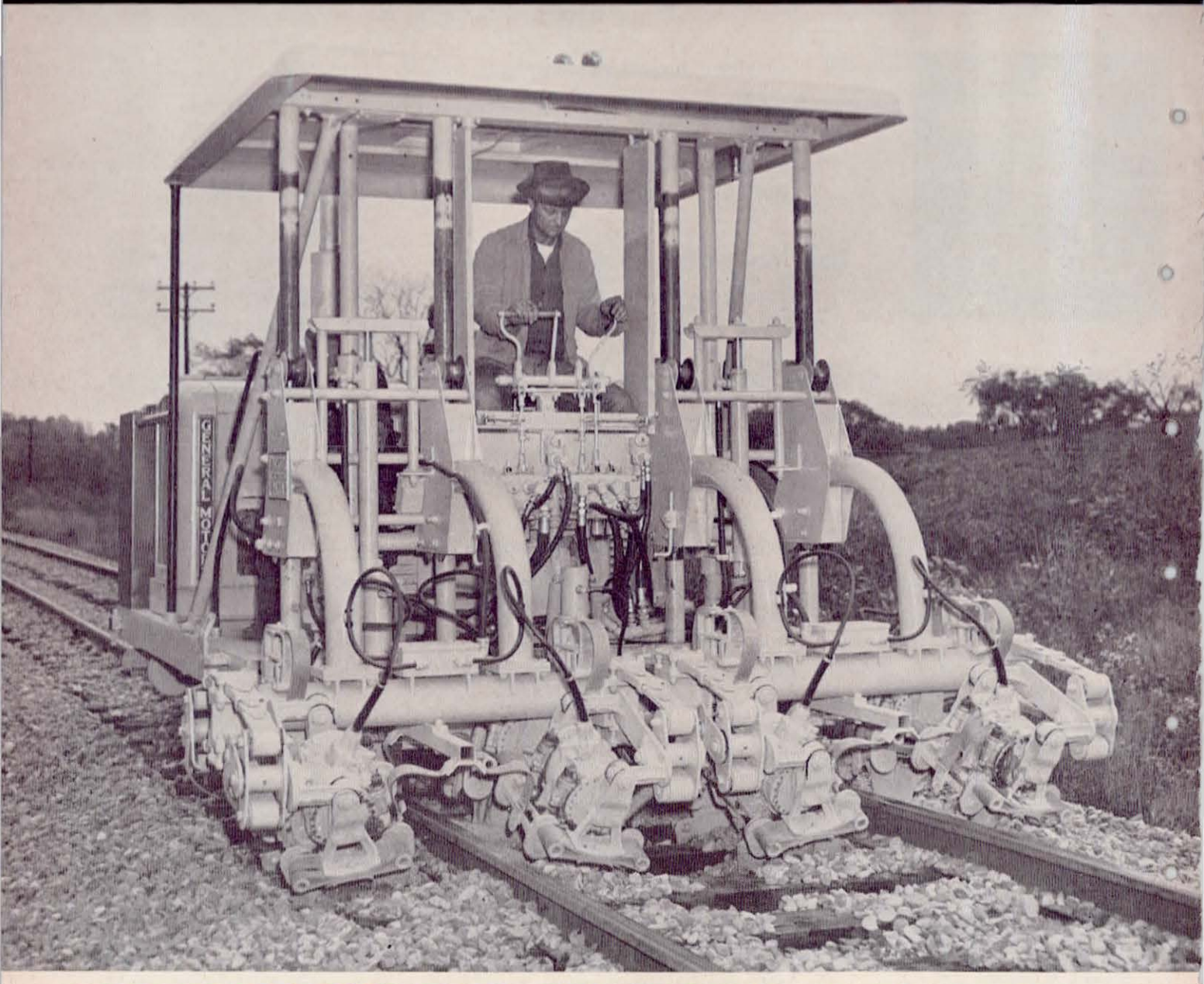

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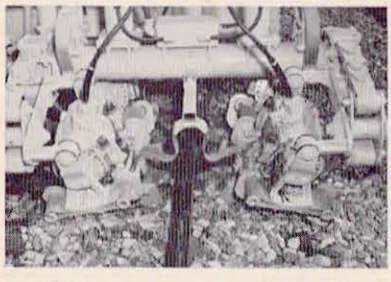

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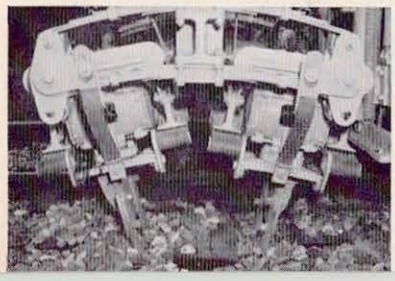

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Week at a Glance CONT.

Current Statistics

Operating revenue	
1 mo., 1959	$784,227,845
1 mo., 1958	779,752,776
Operating expenses	
1 mo., 1959	644,544,329
1 mo., 1958	651,090,608
Taxes	
1 mo., 1959	78,905,591
1 mo., 1958	73,375,829
Net railway operating income	
1 mo., 1959	36,160,074
1 mo., 1958	31,914,879
Net income estimated	
1 mo., 1959	22,000,000
1 mo., 1958	18,000,000
Average price 20 railroad stocks	
Mar. 10, 1959	109.65
Mar. 11, 1958	69.76
Carloadings revenue freight	
Nine weeks, 1959	5,033,521
Nine weeks, 1958	4,828,290
Freight cars on order	
February 1, 1959	29,470
February 1, 1958	48,787
Freight cars delivered	
1 month, 1959	1,940
1 month, 1958	7,219

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Short and Significant

Commuter cars costing $20 million . . .

would be bought by the New York Port Authority and leased to the NYC, New Haven, and LIRR under a plan to be unveiled this week by Governor Rockefeller's special commuter advisors.

Chesapeake & Ohio's new Railvan II . . .

may be tested in daily service in the near future. The new model of the highway-rail vehicle is 10% lighter than the original Railvan.

A one-year subsidy of $20 million . . .

will be proposed to the Canadian Parliament to help offset the 17%, $60-million freight rate increase authorized last December to enable Canadian railways to pay higher wages. Amount now under consideration is about two-thirds of the $29 million originally suggested (RA, Dec. 22, 1958, p. 9), but its purpose is the same—to "alleviate the effect" of the rate increase on shippers, particularly in Maritime and western provinces, pending a long-term study of the whole subject.

January's net income of Class I railroads . . .

is estimated at $22,000,000—up 22.2% from January 1958's $18,000,000. Net railway operating income for the month was $36,160,074 compared with $31,914,879, an increase of 13.3%. Thirty-six Class I roads failed to earn their fixed charges in January. The rate of return for the 12 months ended with January averaged 2.78%, compared with 3.26% for the previous 12 months.

A labor arbitrator's decision . . .

in the West Coast Teamster-trucker piggyback dispute is apparently a victory for the trucker, Consolidated Freightways. Teamster drivers had protested CF plans to cancel certain north-south bid runs and move the trailers via Southern Pacific piggyback. The company views the arbitrator's ruling as "satisfactory," plans to make the change-over to TOFC within the next few weeks (RA, March 2, p. 29).

Coast-to-coast Flexi-Van service . . .

is now a reality and traffic has begun moving. Milwaukee extended its operation into Seattle and Tacoma Mar. 10. A load moved through to the Coast the first day.

Pilot model of an articulated piggyback car . . .

is now being tested by the Nickel Plate. The new car was constructed from two box cars, will be able to carry two highway trailers instead of one. NKP plans to build at least nine more articulated cars at its Conneaut shops.

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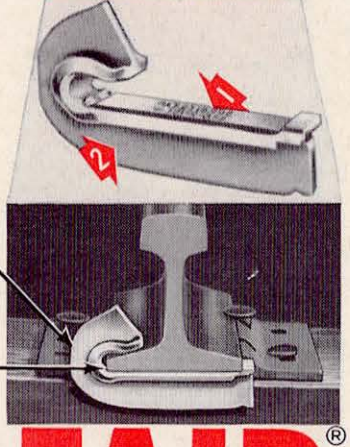

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RR Equipment Orders Soaring

Orders for new rolling stock costing $325,000,000 have been placed since Jan. 1. This year's freight-car orders have already topped 25,000—substantially above 1958's 12-month total.

► **The Story at a Glance: A railroad equipment-buying boom surpassing the most optimistic forecasts of a few months ago may be in the making.**

So far this year, railroads have placed orders for equipment costing some $325,000,000. Biggest upsurge is in freight-car orders.

In 1958, U.S. railroads ordered 17,546 cars. With 1959 only 11 weeks old, they have already ordered over 25,000 new cars and new orders are pouring in almost daily.

It was still too early last week to determine if 1959 would really be the year for rebuilding the railroad freight car fleet. But the signs were encouraging.

Orders for new freight cars were mounting at a rate that was causing some railroad economists to revise their earlier forecasts of 1959 building activity.

With two weeks still to go in the first quarter, orders for new cars had already topped orders for all of deficit-ridden 1958. The breakdown, as compiled by Railway Age:

- Box cars—9,765.
- Hoppers—8,199.
- Gondolas—5,250.
- Flat cars—1,062.
- Auto cars—200.
- Stock cars—500.
- Ore cars—300.
- Cabooses—16.

Total: 25,322. Not included: 1,464 cars ordered by the Canadian Pacific.

Orders were also placed for 352 new locomotive units ($63,000,000) and 60 passenger-train cars.

Export orders for 40 locomotives and 321 ballast cars were icing on the cake.

It all adds up to a total commitment of some $325,000,000 for new rolling stock, with the year still young.

This does not necessarily mean an end to commercial car builders' woes. So far, most of the new car orders have been placed with company shops.

Says one commercial builder: "The parts business looks pretty good—but the new car builders aren't out of the doldrums yet."

The builders are pushing the "buy now" idea—not only because they need the business to keep production lines operating steadily, but because (1) they're looking toward July 1 and a steel price increase, and (2) some see wage increases ahead on their own properties. Car prices stand a good chance of going up by autumn—perhaps $200 to $500 per car.

Along with the upswing in car orders has come a revival of equipment leasing.

The Pennsylvania is acquiring 4,000 new 70-ton hoppers from ACF Industries—2,000 by outright purchase and 2,000 under a new leasing arrangement (RA, Mar. 9, p. 47). Details of the plan were revealed last week.

Under the plan, PRR is leasing the cars from ACF (through the latter's subsidiary, Shippers Car Line) at a daily average rental—payable monthly—that is "substantially below the per diem rates" presently in effect. J. P. Morgan & Co., which collaborated with ACF in developing the plan, is the lending agent.

ACF Chairman William T. Taylor said the new ACF car leasing plan "embraces a principle of conserving working capital that is widely used in many types of industrial and commercial concerns."

He said the plan is designed for railroads that can qualify from the standpoint of credit, since the lessee's rating with lenders will be a basic factor in the ability to finance such transactions.

Chief advantage of the plan to railroads, he said, "is the freeing of cash for other purposes."

North American Car has also come

Grain Rate Cuts Are Docketed

To meet anticipated competition from the soon-to-be-opened St. Lawrence Seaway, Eastern railroads are considering reductions ranging from 13 to 26% in rates on export grain moving from Midwestern origins to U. S. North Atlantic ports.

The proposed rates, if approved, would apply on barley, corn, oats, rye, soyabeans or wheat, in straight or mixed carloads, and on minimum weights equal to the marked capacity of a car, but not less than 110,000 lb. They would alternate with present export rates; would become effective on statutory notice; and would remain in force during the season of open navigation on the seaway, i.e., April 15-Nov. 15.

To determine shipper reaction, the rates will be the subject of a public hearing to be held by the General Freight Traffic Committee—Eastern Railroads in the Beverly room of the Conrad Hilton hotel, Chicago, at 10 a.m., Tuesday, March 31.

The grain rate proposal is the first concrete outgrowth of a long and intensive study by Eastern railroads of the seaway's probable effect on rail traffic, and of what can be done about it.

So far, however, both study and action have been hampered by unknown factors, such as the level of seaway tolls, vessel operating costs, and amount of steamship service to be offered. Necessarily, therefore, the Eastern lines have had to proceed on the general assumption that "the seaway is going to be real competition," and on a determination not to wait "until the seaway has taken a lot of traffic away from us and then try to get it back." "That," says E. V. Hill, chairman, Traffic Executive Association, Eastern Railroads, "is what we did when truck competition came along. We've learned the hard way that it's easier to make rate adjustments that will keep traffic on the rails

(Continued on page 27)

up with a new lease arrangement, and Pullman-Standard reportedly has the leasing angle under consideration.

North American, already a lessor of some 14,000 freight cars, is entering the piggyback field, with a lease program available to users of TOFC service under Plans I, II, III and IV. The company started with 12 85-ft cars, built by Pullman-Standard and leased to Clipper Carloading Co. By mid-May, North American will have another 100 85-ft cars on lease to a major western road.

General American, a big factor in car leasing generally, was also an early entry in the TOFC lease (or sale) field with its purchase of the patent rights for the Clejan piggyback system.

Hyman-Michaels Co., dealing in leases for both new and rebuilt equipment, recently worked out an arrangement with a major eastern line for a lease covering 1,000 70-ton gondolas, built in the railroad's shops at a cost of about $8,000,000.

ICC Studies RR Loan Stalemate

The ICC has under consideration what it might do about the stalemated loan-guaranty situation which has been brought to its attention by the Boston & Maine.

The B&M, applicant for a loan guaranty under provisions of the 1958 Transportation Act, advised the commission that it has been unable to comply with commission rules for completion of applications for guarantees. The rules require applicant railroads to name the prospective lenders and also have them join in applications.

Financial institutions it approached have indicated to the B&M that they would not discuss terms until there was assurance that the commission had resolved "in principle" that findings required by the act could be made. Thus the road's inability to name prospective lenders.

In the hope that the commission will modify the rules and expedite the matter, the road amended its application to reduce to $6,000,000, from $10,500,000, the amount of the loan it seeks to have guaranteed.

In view of the position taken by the financial institution, and the "possible frustration" of the loan-guaranty policy, the amended application asks the commission to make the required findings on a tentative basis—subject to review after negotiations are complete and specific terms of the proposed loan are known. Such an expression by the commission "is a necessary prerequisite to further negotiations" with prospective lenders, the B&M also said.

Meanwhile, the New York Central is considering making application for guaranty of a $40,000,000 loan.

The money would be used to accelerate NYC's centralized traffic control and yard improvement programs.

Watching Washington *with Walter Taft*

• **RETIREMENT-ACT LIBERALIZER** is among proposed legislation which the Democratic leadership hopes to get through the Senate before Congress takes its Easter recess. To that end, the Senate Committee on Labor and Public Welfare has kept its consideration of the matter on an expedited schedule. On the committee's calendar are several liberalizer bills, including those embodying the program of the Railway Labor Executives' Association and railroad management's counter-proposal. The recess is expected to begin next week.

• **SUPPLY OF BOX CARS** will be the subject of early hearings before the Senate Interstate Commerce Committee. The committee's chairman, Senator Magnuson of Washington, has so advised Senator Morse of Oregon. Mr. Morse requested the inquiry, and Senator Magnuson said he, too, is concerned about indications of shortages ahead.

REACTION of the industry is to welcome an inquiry into car shortages—"and the causes thereof." That's what AAR President Daniel P. Loomis says. He goes on to suggest that the probers consider two good ways of enabling the railroads to meet the country's needs. They are: revision of subsidy policies to put railroads on equal footing with their competitors, and rejection of proposals which would burden the industry with costs like those involved in RLEA's pension liberalizer.

• **MONEY IS NOW AVAILABLE** for the Senate Interstate Commerce Committee's transport study. The amount is $290,000, provided when the Senate passed Senate Resolution 29. Investigations to be made as part of the study will cover matters left untouched by the 1958 Transportation Act. These include proposals for user charges on publicly-provided transport facilities, the railroads' call for more freedom to operate other modes of transport, government policy on mergers, and the passenger-service problem.

BUDGET for the study provides salaries on an annual basis of about $15,000 for 13 staff members. They would be a staff director, five "transportation experts," four "transportation economists," and three "transportation lawyers."

• **CONTROL** of the Toledo, Peoria & Western is not settled yet. The U.S. Supreme Court will review the lower-court ruling which upholds the ICC decision approving joint control by the Pennsylvania and Santa Fe. That 1957 decision was taken to court by the Minneapolis & St. Louis and the states of South Dakota and Minnesota in cases which have now reached the highest tribunal.

• **FIRST LABOR-MANAGEMENT** meeting on "featherbedding" is now expected to be held around the first of next month. Management still wants to deal only with plans for asking President Eisenhower to appoint a study commission, but leaders of the operating brotherhoods have been calling for broader discussions. Assignment of the Presidential commission, as suggested by AAR President Loomis, would be confined to a study of "featherbedding's" impact on the public welfare.

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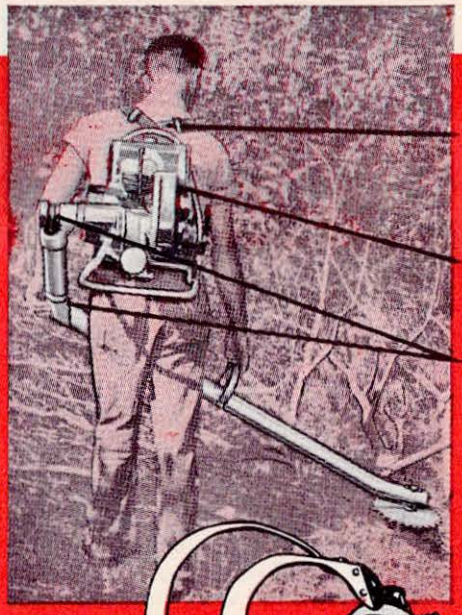

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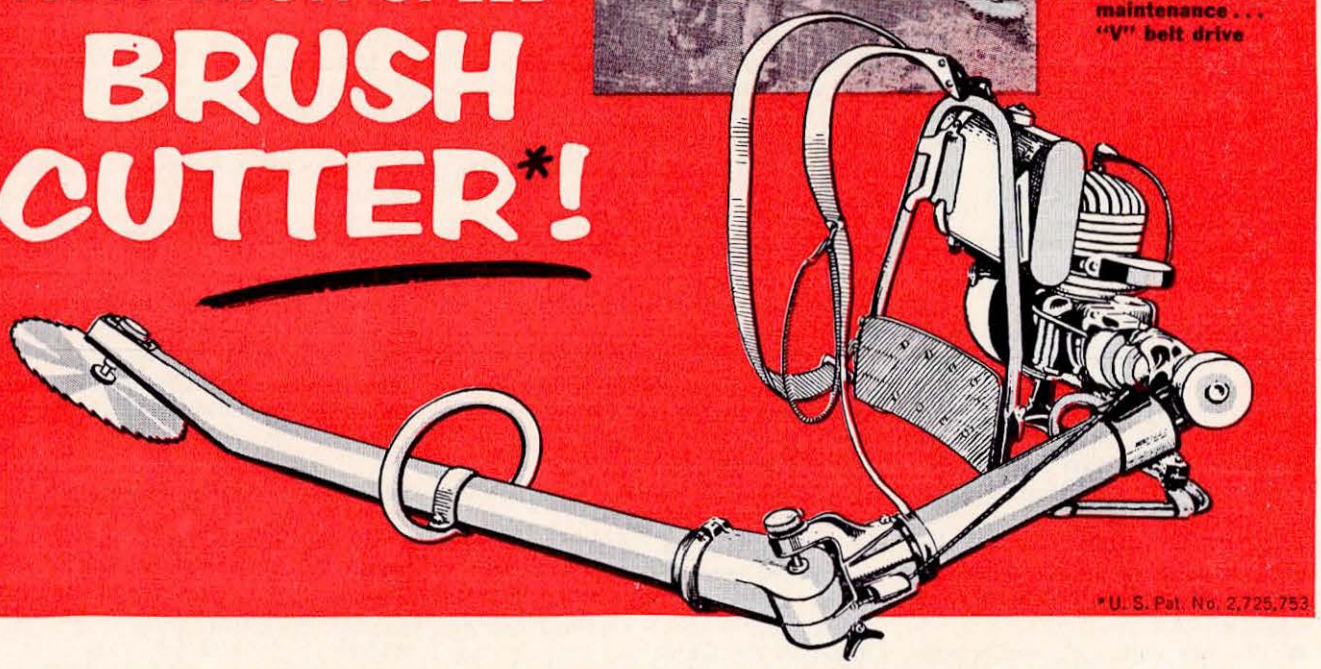

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"Slash" is the word to describe what the new Southworth portable Brush Cutter does to right-of-way maintenance costs. One operator, plus this lightweight, versatile performer, does the work of eight men with brush hooks or scythes. The two big features that make this equipment so valuable are extreme maneuverability and "work horse" power. Exclusive saw arm elbow and knee joints provide easy cutting of brush, trees or limbs at any height within reach. Extra power permits cutting of trees up to 8" and larger, by notching.

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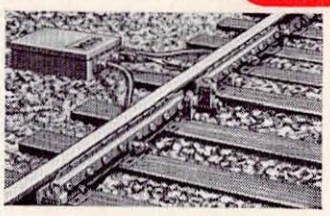
Write for descriptive bulletin and prices . . .

R-1575RRRR

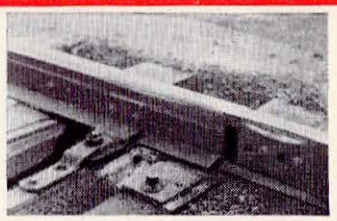
★ Maintenance Equipment Company ★

Division of Poor and Company

RAILWAY EXCHANGE BUILDING · CHICAGO 4, ILLINOIS



MECO RAIL AND FLANGE LUBRICATOR
Doubles to quadruples curve rail and locomotive wheel flange life, by reducing friction between rails and wheel flanges on curves. Also makes possible higher speeds with greater safety.



MACK REVERSIBLE SWITCH POINT PROTECTOR
Prolongs the life of switch points about 4 times; then is reversed and again extends the switch point life for another similar period.

MECO POWER RAIL LAYER
Reduces labor cost to minimum in laying Standard Rails, Long Rails, Continuous Welded Rail. Operates efficiently with large gang of 100 men or more and requires a machine crew of only 3 or 4 men.

How Lube Pads Get OK from AAR

The Association's Mechanical Research lab is the starting point on the road to approval. Here, in response to reader requests, is an outline of the tests, and the procedure a hopeful sponsor must follow. The information takes on increasing importance as railroads near the date for eliminating waste packing on interchange freight cars.

How are lubricator pads tested by the Association of American Railroads? What must the sponsor of a new journal lubricating device do to get full AAR approval for his product?

These questions assume increasing importance as railroads and their suppliers approach the January 1, 1960, deadline for elimination of waste packing on interchange freight cars.

Best Possible Designs Sought

The answers focus attention on the AAR's Chicago Mechanical Research Laboratory. The lab is the starting point on the long road to approval. Each device must undergo a series of tests aimed at obtaining the best possible designs for all operating conditions.

Here is the preliminary procedure to be followed when the sponsor of a new lubricating device is ready to begin getting AAR approval:

- Twenty copies of specifications and drawings, numbered and dated, must be sent to the Secretary, AAR Mechanical Division, Chicago. Construction details, materials used, dimensions and manufacturing tolerances for the assembled unit and its individual parts must be shown. Specifications of the American Society for Testing Materials must be shown, where they apply.
- The device must be marked as to size for ready identification. Markings must be permanent—tag form, stamped in metal grommets or on other exposed metal parts.
- Three 5½ by 10-in. samples of the device must be furnished to the lab, along with one sample of each other size to be manufactured. Each member of the Lubrication Committee should have an opportunity to inspect a sample of the device.
- Send $500 to the Secretary. This is required before start of tests.

The Lubrication Committee inspects the device, studies the specifications and drawings. If lab testing appears warranted, that comes next. Otherwise, the sponsor is notified and his fee refunded. He may submit a redesigned device if he desires.

After passing the preliminary requirements (about one in three have failed to do so), the lubricating device is scheduled for lab tests at the AAR Research Center, Chicago. There it goes through the following six-test procedure to find out if it can meet test specifications set up by the research staff and approved by the Lubrication Committee. (An exception is made for roller devices—both wicking and resiliency tests are waived. Special tests supplement the standard routine if required by design or construction features of certain devices.)

Standard Testing Sequence

Wicking Test. This is the first test. After weighing, the dry lubricator is compressed by a 5½ by 10-in simulated journal of screen mesh in a pan in which a one-inch oil level is maintained. The rise of oil, observed by black light, is recorded every 30 min. for five hours. The next and final readings are recorded after 24 hours have elapsed. The amount of oil absorbed is determined after lubricator is removed and drained for one hour.

Resiliency Test. Tests are made first on lubricator dry, then after saturation, again after all other tests are completed. They give preliminary evaluation of the effect of oil and temperature encountered in the dynamic machines on lubricators with resilient cores, such as sponge rubber. The test machine makes a chart record of the movement of the lubricator during the application and release of weights before and after a 5 sec vibration of the machine.

Pilot Machine Test. Here the procedure is based on starting and completing the test in five 8-hr days. The data make possible comparisons of running temperatures due to journal friction produced by the lubricator under no-load conditions. After satura-

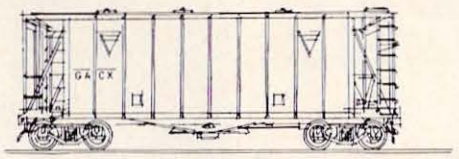
(*Continued on page 14*)

Approval Conditions at a Glance

Requirements for Conditional Approval: Lubricators shall have a minimum of 18 months' service under at least 3,000 interchange cars with no more than 105 hotbox set-outs per 54,000 car months of active service. The 18-month period begins on the date the 3,000 car sets have been applied, as reported to the AAR by the car owners. The lubricators shall be capable of operating for this period without requiring renewal aside from hotbox causes. Renewals due to adverse conditions in the journal box assembly will not be counted.

Requirements for Full Approval: The lubricator shall perform satisfactorily for 24 months, after which it must meet renovation requirements according to AAR Specifications M-910-A. After renovation, the lubricator must again pass AAR laboratory tests prescribed for new lubricators for test application. An additional 24 months' satisfactory service is then required of the renovated lubricator.

More than 40 railroads in the United States now have Airslide® cars in operation



Airslide Car Department

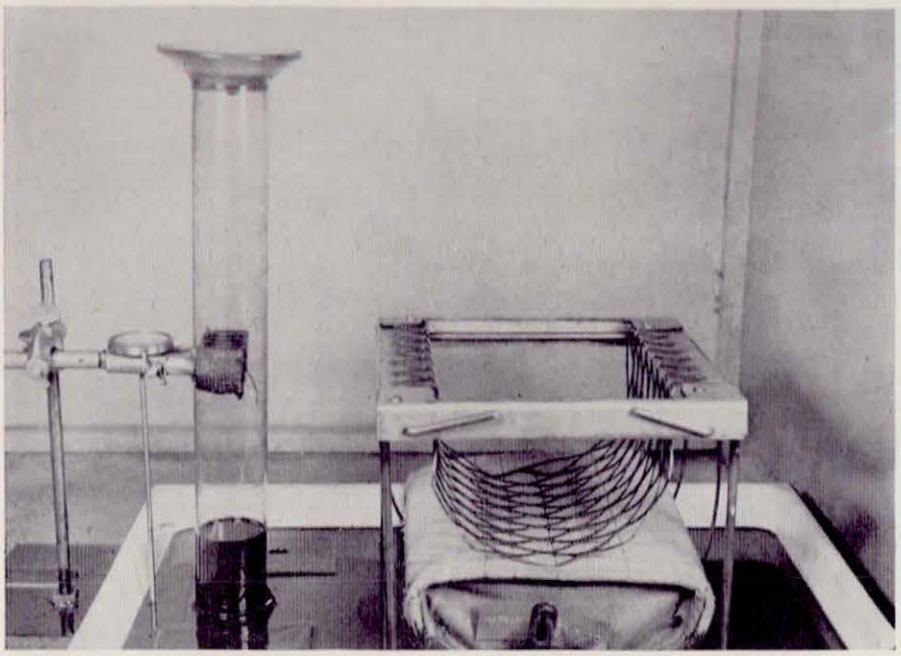
GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street · Chicago 90, Illinois

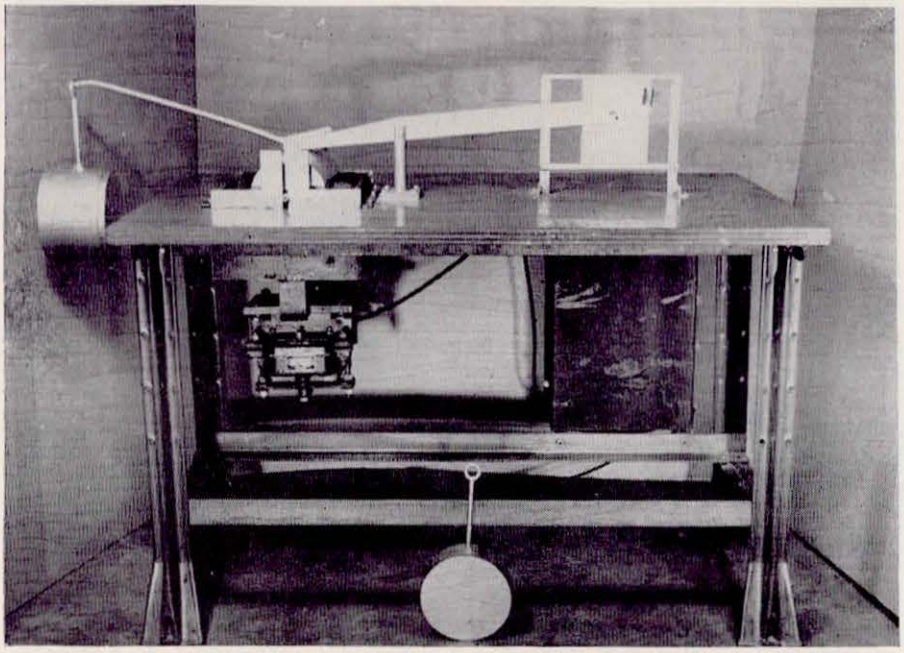
In Canada: Canadian General Transit Co., Ltd., Montreal

AIRSLIDE GENERAL AMERICAN

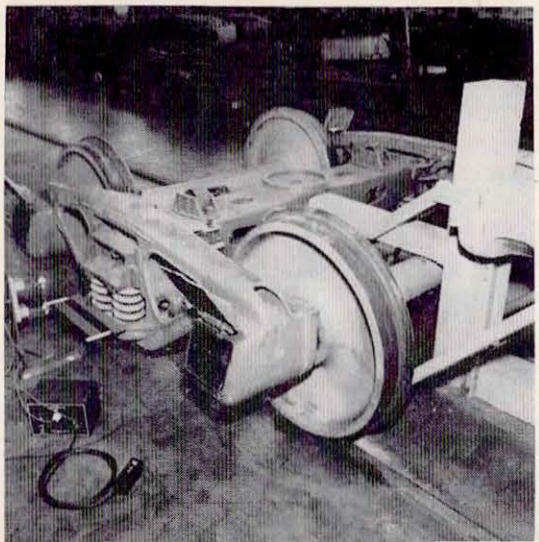
HOW LUBE PADS GET OK FROM AAR (*Continued from page 12*)



WICKING TEST APPARATUS features constant oil level. Oil rise in lubricator pad is observed by black light.



▲ RESILIENCY is determined by weights applied and released on 5½ by 10-in. aluminum cylinder placed on level lubricator pad. Test machine makes a chart record of lubricator movement.



IMPACT TESTS for lubricator pads are made on a ride-control truck with collarless journals. Truck is impacted at the bolster against a track bumping post. ▶

tion with oil and draining, the lubricator is installed in the machine on Friday. It stands there until Monday morning.

A recorded amount of oil is added to replace that lost during application and to maintain an oil level comparable with service conditions.

On Monday an 8-hr run at a simulated 40 mph is made. Data recorded include ambient, bearing and packing temperatures. After start of test, ambient temperature is maintained at 130 deg. Readings are taken every 15 min. On Tuesday an 8-hr run at 60 mph is made; on Wednesday, 80 mph. After a 6-hr run at 100 mph on Thursday an overnight freeze is started down to 30 to 35 deg F below zero. Cold breakaway tests on Friday of 30 sec duration are made in both directions at slowest machine speeds.

Bearing-Journal Machine Test. Here the procedure simulates full load and normal thrust conditions in severest temperatures that might be encountered in service. The vertical test load is based on a journal capacity depending on size. It is 20,000 lb for the 5½ by 10 journal. Lateral thrust load is approximately 8% or 1,600 lb for such a journal.

The test consists of four 420-mile runs, one each day, with ambient temperatures of 90, 130, 5 and minus 45 deg F, respectively.

Compression-Expansion Tests. These evaluate rubber products used for core materials to determine the primary effect of oil and heat. An ASTM procedure is used, modified to simulate railroad conditions.

Impact Tests. Devices severely affected by car impact are tested on a ride-control truck with collarless journals. The truck is impacted at the bolster against a track bumping post. Complete relative displacement of parts occurs at lower than normal speeds because the bolster is not cushioned.

In the last phases of the procedure:

- Test results are reviewed by Lubrication Committee.
- Sponsor is notified if road testing on limited number of cars is authorized.
- If sponsor desires to make a change in the device, even a minor one, he must submit 20 copies of the change to the Secretary for committee consideration.

Approval for road testing will be withdrawn if changes are made without proper authority.

- If changes require another laboratory test, an additional fee is required.
- The AAR desires that the sponsor not make more than one style of device for test.

B&O to Mechanize M/W 100%

It takes a lot of work equipment to completely mechanize the track-maintenance organization of a large railroad. The Baltimore & Ohio thinks it's worth the effort.

To get more track work done at lower unit cost, the road has rented $3.5 million of equipment from Morrison Plan, Inc. (RA, Feb. 9, p. 31). Total cost to the B&O, over the five years of the renting agreement, will be about $4 million.

Involved are 1,328 pieces of equipment. Delivery is under way. When completed, B&O track forces will be 100% mechanized. The leasing pact covers 21 station wagons, 491 trucks, and 816 other units ranging from rail saws to production tampers. The equipment is listed in the accompanying table.

The equipment, which supplements much already owned by the B&O, will add mobility to the track forces. "Package" outfits of machines will enable each of the road's divisions to handle its own rail-laying, tie-renewal and surfacing operations.

For mobility, a 1-ton panel truck has been assigned to each section gang, except 31 on light-branch-line sections. The sections on the light-branch-line territories were each assigned a ½-ton pickup truck with a flanged-wheel attachment.

Each extra gang has a 2½-ton stake-body truck. All trucks assigned to gangs working in major yard areas are equipped with a 4,000-lb Daybrook hoist. Every supervisor was assigned a ½-ton pickup truck with a flanged-wheel attachment. At least one of the 2½-ton trucks assigned to the extra gangs under each supervisor is equipped with a 4-ton Braden hoist.

In addition, there are 4 dump-body trucks and 15 mechanics' trucks for use by the corps of field mechanics employed to maintain the work equipment. The dump-body trucks were needed to work as a unit in connection with ballast-reclamation necessitated by a track removal project in CTC territory. The mechanics' trucks are 1-ton dual-wheel units with special compartment-type bodies. Each carries a small air compressor for powering air tools and for inflating tires.

In addition to the dump-body and mechanics' trucks, the entire program required 100 ½-ton pickup trucks, 168 1-ton panel trucks, and 204 2½-ton stake-body trucks, as well as the hoists, winches and flanged-wheel attachments installed on them. The manually oper-

(*Continued on page 20*)

What the B&O Leased . . . Who Made It

THESE ARE THE MACHINES RECENTLY ACQUIRED BY THE B&O TO SUPPLEMENT THE EQUIPMENT ALREADY ON HAND

ATHEY PRODUCTS CORPORATION
1 Ballast cleaner

BARBER-GREENE COMPANY
1 Unloader
1 Conveyor

BRADEN WINCH COMPANY
69 Winches for stake-body trucks

CATERPILLAR TRACTOR COMPANY
1 Road patrol
1 Electric generating set

CHEVROLET DIVISION - GENERAL MOTORS CORPORATION
21 Station wagons

W. T. COX COMPANY
50 Flanged-wheel attachments

DAYBROOK HYDRAULIC HOIST CORPORATION
5 Hydraulic cranes for stake-body trucks

EASTERN UNLOADERS, INC.
1 Car Shaker

FAIRMONT RAILWAY MOTORS, INC.
2 Ballast maintenance cars
62 Flanged-wheel attachments
2 Hydraulic power tools, complete sets
3 Joint oilers
3 Pontiac Hy-Rail cars
21 Rail lifters
16 Spike pullers
10 Tie-bed scarifiers
22 Tie removers
20 Tie sprayers

GENERAL MOTORS CORPORATION
4 Dump-truck chassis with cab
15 Maintenance-truck chassis with cab
168 Panel trucks
100 Pickup trucks
204 Stake-truck chassis with cab

JACKSON VIBRATORS, INC.
3 Pavement compactors
1 Track maintainer
2 Track maintainers with hydraulic jacks

KERSHAW MANUFACTURING CO.
15 Ballast regulators
15 Broom attachments
5 Track cranes and tie inserters
22 Utility derricks

KOEHRING COMPANY
2 Dumptors

MORRISON STEEL PRODUCTS, INC.
15 Bodies for maintenance trucks

NORDBERG MANUFACTURING CO.
6 Bit grinders
12 Hydraulic spike pullers
3 Line indicators
5 Pregagers
8 Rail drills
26 Spike hammers with spike holders
10 Trakgagers
3 Trakliners

OLIVER CORPORATION
20 Tractors with Anderson hydraulic power-mower attachments

PERFECTION STEEL BODY COMPANY
4 Dump-truck bodies
130 Stake-truck bodies, 16-ft standard
5 Stake-truck bodies, for hoists
69 Stake-truck bodies, for winches

RACINE HYDRAULICS & MACHINERY, INC.
42 Rail saws

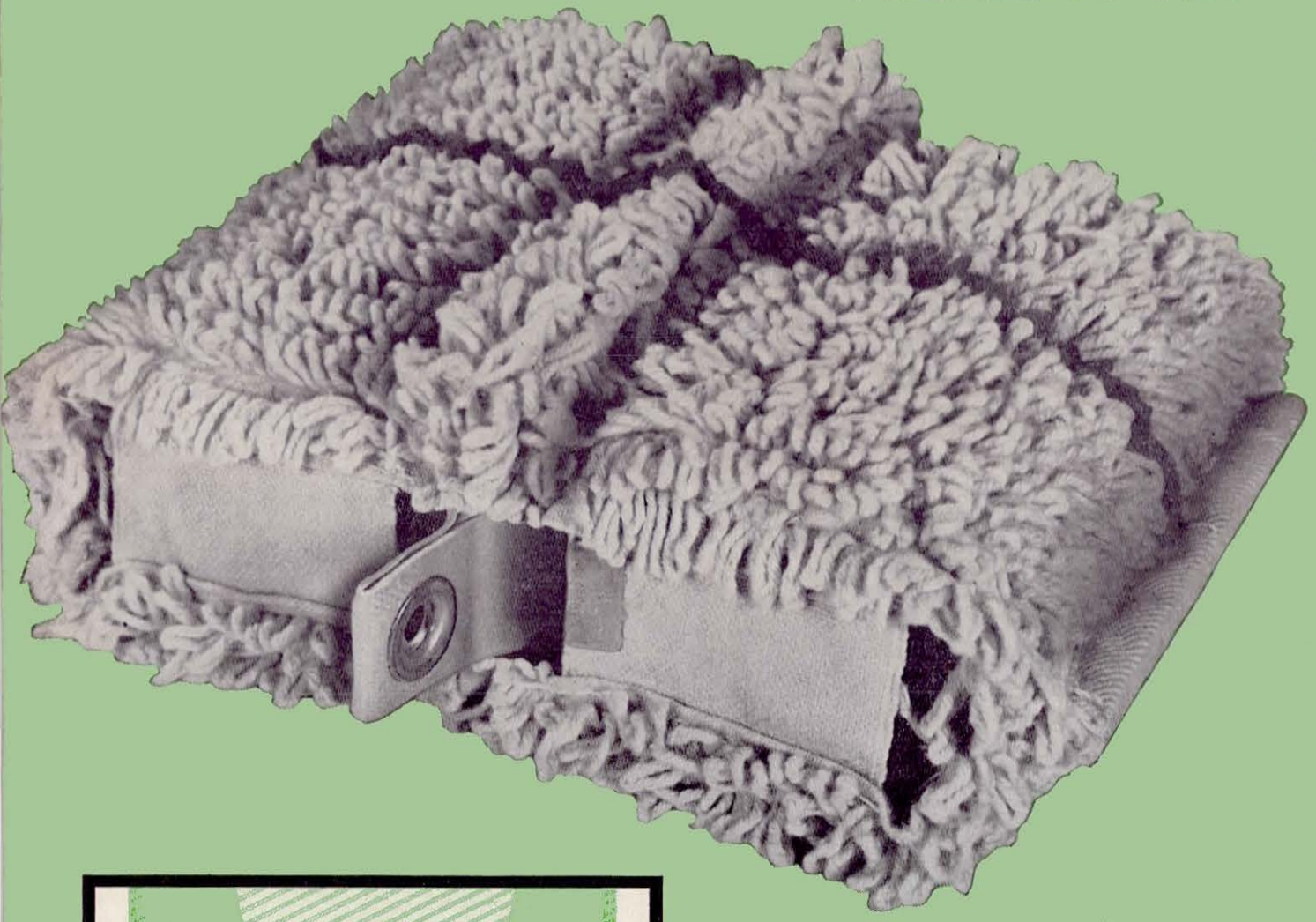
RAILROAD ACCESSORIES CORP.
16 Track wrenches

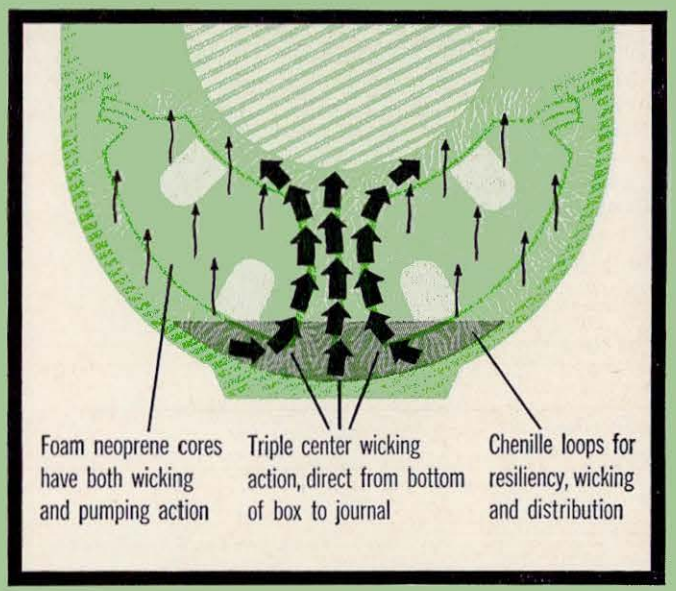
RAILWAY MAINTENANCE CORP.
5 SpikeMasters
10 Spot tampers
8 Tie spacers

RAILWAY TRACK-WORK COMPANY
12 Grinders 50 Track liners

STRATOTOWER DIVISION - MOORE'S TIME SAVING EQUIPMENT
1 Stratotower

HERE IT IS:




Foam neoprene cores have both wicking and pumping action
Triple center wicking action, direct from bottom of box to journal
Chenille loops for resiliency, wicking and distribution

Triple center wicking action feeds an abundant supply of oil to the journal by the most direct path. More oil flows up through the neoprene cores and still more wicks up through the fabric panels, assuring complete saturation of the chenille cover at all times.

A.A.R. Approved for Limited Interchange Service

American Brake Shoe's new ABSCO lubricating pad... with the best of everything!

The Absco journal lubricating pad is the first and only pad to be engineered and produced with *all* the advantages and characteristics that critical railroad men prefer! Check off this impressive combination of features—combined for the first time in the simple, economical Absco pad:

Dimensional accuracy. All parts precisely cut and assembled. Materials pre-shrunk to maintain accurate size, even after renovation.

Strong pull-out strap. Withstands tremendous pull! Double thickness is triple sewn throughout center section, with a brass grommet through double thickness at each end.

Positive wicking action. Special twisted loop chenilling distributes steady flow of oil over entire journal. Specially engineered center section provides additional path for direct wicking action at shortest distance between free oil and journal. Foam neoprene cores provide further wicking capacity.

Identification. Simple stamped brass tag.

Interchangeability. Absco pads fit standard A.A.R. journal boxes. No modifications necessary.

Ease of application. Easily installed. No tools required. Reversible side to side, top to bottom, end for end.

Stability. Sturdy fabric retainers resist shifting, even at low temperatures.

Resilience. Foam neoprene cores, specially compounded for high resilience with great resistance to set. The compressible chenille loops add to overall resilience.

Ease of renovation. Built to withstand roughest cleaning methods. No delicate or heavy metal parts to break or tear loose.

Long life. Accelerated life tests indicate durability far in excess of the present renovation interval, even under extreme service conditions.

Non-linting. Thoroughly washed and pre-shrunken cotton wicking material was especially selected for its non-linting characteristics.

One piece. No separate pieces or retainers.

Minimum metal. The only metal parts are the two brass grommets and the brass identifying tag.

Oil retention. Our tests show fully soaked pads retain approximately 2,000 grams of oil after 3 hours draining.

Ruggedness. Built to take the toughest treatment—during installation, operation, removal, and renovation. Nylon stitching throughout.

This impressive combination of features and advantages is exclusive with the Absco lubricating pad.

RAILROAD PRODUCTS DIVISION
530 Fifth Avenue, New York 36, New York

AMERICAN Brake Shoe COMPANY

B&O's BUDD SLUMBERCOACHES record 86% occupancy

The B & O's Budd Slumbercoaches provide rooms with toilet facilities, full-length bed, a restful daytime seat, full-length mirror, generous luggage space, for forty passengers, traveling at coach fares, plus a reasonable occupancy charge. They operate between Baltimore, Washington and Chicago.

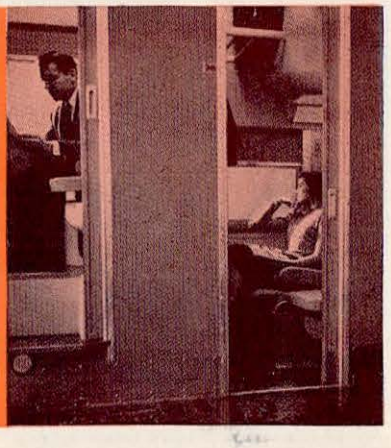
Even during their first month of service (March, 1958), before many passengers had been aware of these new accommodations, they averaged better than 50% occupancy.

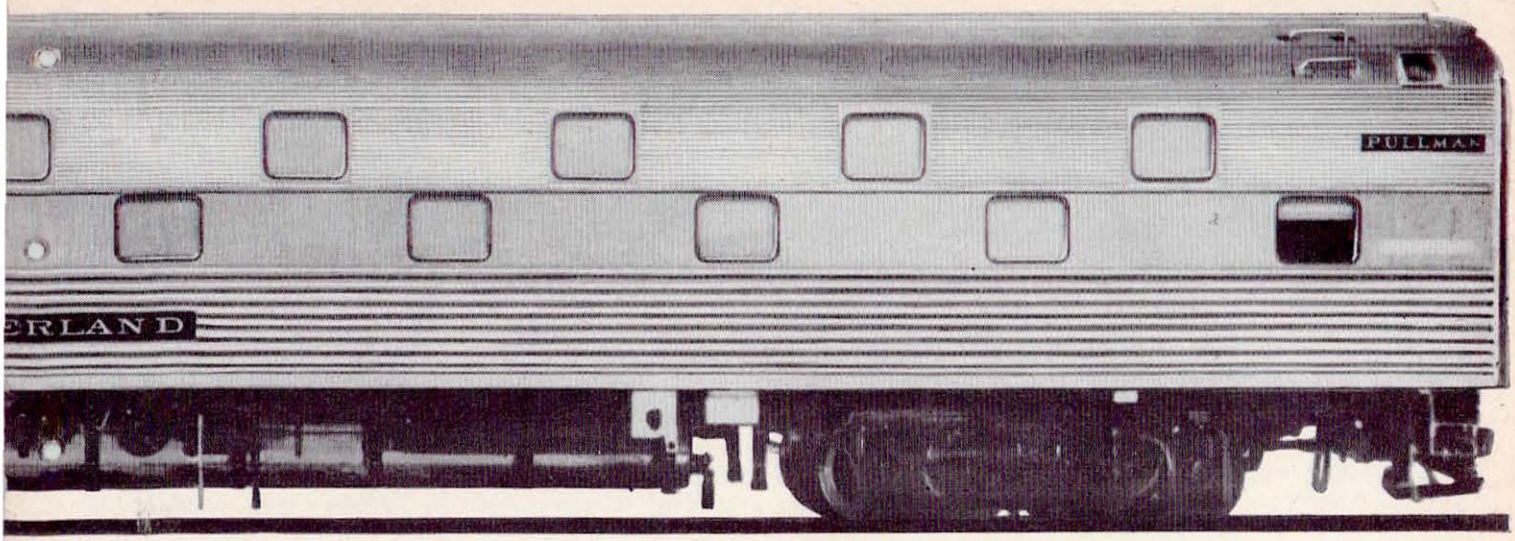
Then the word got around.

Here are the figures from March to January 1, 1959:

Average passengers per trip . . . 32.7

Budd





This works out to 86% occupancy, not counting the two berths reserved for stewardess and porter. We don't know of anything that compares with their acceptance—except the Burlington's Slumbercoaches which have enjoyed equally fine patronage since their inauguration two years ago between Chicago, Denver and Colorado Springs.

Replying to a B & O questionnaire, nearly 35% of the Slumbercoach passengers stated they would otherwise have used air travel, gone by bus or private automobile. This means that more than one-third of the passenger payload was new business for the railroad.

Slumbercoach is not a speculation—over *100,000* revenue passengers have ridden in this equipment to date on the B & O and the Burlington and both railroads are making money on the operation. We are prepared to sell or lease similar equipment to your railroad. Twelve cars are immediately available for this purpose. The Budd Company, Philadelphia 15, Pa.

B&O TO MECHANIZE M/W WORK 100% *(Continued from page 15)*

ated rail-wheel attachments are of the Hy-Rail or Rail-Road type. They were mounted on the trucks at the railroad's Rossford motive-power shop near Toledo, Ohio. The trucks are all of one manufacture to save on maintenance and to reduce the necessary stock of engines and parts.

Most of the other rented track equipment is assigned in the form of "package" units or outfits. For example, each division is assigned a set of equipment units required for laying rail, and another set for tie renewals and surfacing work. In addition, each supervisor of road is furnished with a set of commonly used machines which are sometimes used to augment the rail-laying package. Machines so assigned include a power rail drill, rail saw, bolting machine and hydraulic track liner.

A typical package of rail-laying equipment, of which the B&O will have 22 sets, consists of: 2 tie adzers, 1 pregager, 1 Trakgager, 2 spike hammers, 1 bit grinder (all Nordberg); 2 power wrenches— plus supervisor units (Nordberg or Raco); 2 spike pullers and 1 creosote applicator (Fairmont); 1 rail layer (Meco); and 1 utility crane (Kershaw).

It is B&O policy to surface track and to make all necessary tie renewals wherever new rail is laid. The new set-up includes a package of equipment for doing such work. The road will have 21 sets of this equipment, each consisting of: 1 hydraulic spike puller (Nordberg); 1 spike driver (Nordberg), or one Spike-Master (RMC), depending on the number of ties; 1 tie spacer (RMC); 1 rail lifter, 1 tie extruder, and 1 tie-bed scarifier (all Fairmont); 1 tie inserter (Gandy); 1 ballast regulator (Kershaw); 1 track maintainer (Jackson); and 1 track liner (RTW).

For spot-tamping work, the B&O obtained 10 sets of equipment. Each set consists of an RMC Spot Tamper and an RTW track liner. These are shifted around as required.

The 21 station wagons are for use by officers when making inspection trips. Of the wagons, 12 will be equipped with flanged-wheel attachments for track inspections.

Railroading After Hours with Jim Lyne

UNDERCHARGED BALLOONS—I had something here recently—to the effect that it might be a good idea to charge by the cubic foot for LCL, instead of by weight. That would make underrated balloon freight pay its way—instead of being subsidized by other shippers, as so much of it now is.

Research Bureau Manager F. Wascoe of the SP tells me they tried for cubic foot rates out his way several years ago, but a state commission thumbs-downed them. Maybe the same goal might be attained by charging a higher rate per 100 lb for the bulky stuff. Railroad costs vary in ratio to car-miles, more than in relation to weight of a car's contents. If a commodity weighing 20 lb per cu ft is charged $1 per 100 lb—why shouldn't a shipment that weighs only 2 lb per cu ft pay something like ten times as much per hundredweight?

NO BLUES ON THE COAST—This seems to be SP week for this corner. I have a note from E. C. Poole, retired SP research director, enclosing a clipping from the San Francisco Chronicle—which sounds a cheerful note about the state of railroading in the Pacific Coast area.

The piece quotes Dave Hill, the well-known railroad financial analyst, as saying: "I recommend every large railroad serving the Pacific Coast, from Canadian Pacific down to the Mexican border." The reporter made one slight mistake, though—he attributed Dave Hill to New York, instead of identifying him as the loyal Chicagoan he actually is.

MERGER OBSESSION—It beats me the way the thinnest kind of rumor of some possible railroad merger invariably gets more public attention and newspaper space than railroad events of greater significance—and greater promise of happening, too.

The big question about a merger isn't just *what*, but also *why* and *how*. The *what* is easy—just take the maps of two or more railroads and piece them together. Anybody can do it. The *why* comes a little more difficult—but, even there, persuasive reasons usually aren't hard to come by.

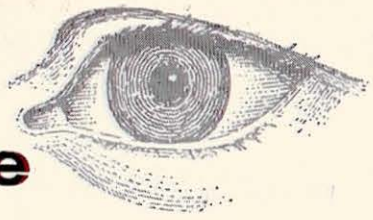
The real problem is generally the *how* of it. How can you divide the securities of the new company in a way to satisfy all participants? Many a potential merger that would make for better railroading and improved public service hasn't yet happened — because nobody's smart enough to hit on a formula that will please all the interests that have to be satisfied

URBAN WORMS TURN—Civic leaders in some of the country's major cities are finally becoming aware that too many superhighways and too many autos don't mean progress—instead they mean death. The New York Times has recently published a series of reports on the decline of "central cities" all over the country—which suggests that the long honeymoon of city planners with the superhighwaymen may be headed for the divorce courts.

It took the so-called "commuter problem" to wake the planners up. Now they're finding out that prosperous cities and complete reliance on highway transportation are incompatible. One or the other of them will have to go.

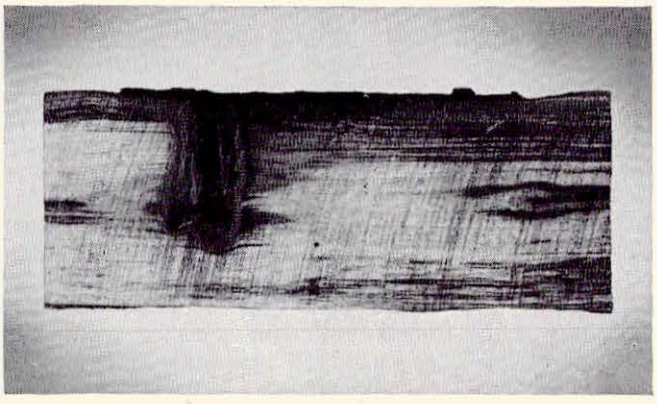
PASSENGER REVENUE UP—With all the blues being sung about passenger business, I note that passenger revenues in December were up slightly over a year ago. Probably an airline strike had something to do with it. In spite of all adverse conditions, there remain areas of this business that show health and growth potential. Looks to me like a case of a whole orchard being threatened, largely because not enough of a pruning job has yet been done on dead and superfluous limbs. Without them the picture would look a lot better.

see the difference



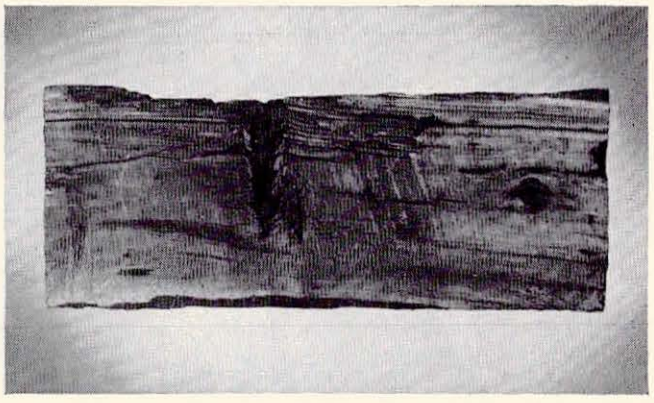
made by

BIRD SELF-SEALING TIE PADS



SOUND WOOD AFTER 15 YEARS OF BIRD TIE PAD PROTECTION

This tie, installed in 1926, was protected by Bird Self-Sealing Tie Pads from 1942 to 1957. It was then removed from track and slabbed for exhibition purposes. See how the Bird Tie Pad is still securely sealed to the tie after 15 years. Note the soundness of the wood in the underplate area.



COSTLY DETERIORATION IN UNPROTECTED TIE

This tie, also installed in the same track in 1926, was not protected by Bird Self-Sealing Tie Pads. When the tie was removed and slabbed for exhibition purposes in 1957, it had been seriously damaged by moisture and abrasive wear. The deterioration in the tie plate area is especially noticeable.

Bird Self-Sealing Tie Pads are the *only* tie pads whose durable and effective seal with the tie has been proved by years of in-track service. For additional proof of dollar savings, send for free booklet to Bird Tie Pads, East Walpole, Mass., Department HRA

Bird Self-Sealing Tie Pads are Recommended for:

BRIDGE DECKS • CURVES • SWITCH TIES • HIGHWAY GRADE CROSSINGS AND OTHER PAVED AREAS • CROSSING FROGS • INSULATED JOINTS • WITH SMALLER TIE PLATES • PILE CUTOFFS • THROUGH-STATION PLATFORMS • OUT-OF-FACE INSTALLATIONS IN RAIL-LAYING PROGRAMS • SANDY LOCATIONS • ALL OTHER AREAS WHERE TIE LIFE IS SHORT OR REPLACEMENT COSTS HIGH.

Buy the Best BIRD & SON, inc. Established 1795 *Buy Bird*

Needed: Money for Improvement

If railroads are to get the funds necessary to reap the benefits of technological progress, they must have relief from taxation and featherbedding, Loomis tells AREA. He cites big backlogs of improvement projects on the drawing boards that have tremendous pay-off potentials in terms of better service at lower costs.

During the 14 years since the end of World War II there has been a "veritable explosion" in railroad technology.

But because of the "virtual impossibility of raising adequate investment capital," the explosion has yet to be fully translated into the "best in operating efficiency and services to the public."

Thus were members of the American Railway Engineering Association commended for their efforts in furthering railroad technology, while they were told that the efforts have been partly in vain. The speaker, President Daniel P. Loomis of the Association of American Railroads, was addressing the annual convention of the AREA held last week in Chicago.

Railroads, said Mr. Loomis, have spent more than $14 billion for new plant and equipment during the past 13 years. "Even so," he added, "we feel we should spend an equal amount of money within just the next ten years, or even eight." There are "big backlogs of improvement projects on the drawing boards that have tremendous pay-off potentials in terms of better service at lower costs."

The question, he said, is where to get the money for such improvements in an industry which, in profits, "ranks third from the bottom among the nation's 73 major industries and industrial groups."

Mr. Loomis finds a clue to the answer in the burdensome taxes levied on the railroad industry. "Significantly," he said, "railroads' post-war tax payments to all government units almost precisely match their post-war capital spending for modernization. Think of the railroad system America would have today had any sizable part of that tax load gone into improvements!"

The railroads "must somehow convince Washington to grant railroads more realistic tax treatment of investment funds spent for new plant and equipment," he declared. Mr. Loomis pointed out that the average tax write-off period for railroad capital facilities is "a wholly unrealistic" 40 years. By contrast, he said, investment in airplanes is depreciated over five years. The cost of heavy trucks is written off in seven years. "Modernization of equipment thus comes far more readily to our competitors."

The "other side of the capital improvement picture—operating expenses," came in for examination by Mr. Loomis. Since net income provides a large part of investment capital, it is, therefore, "more than ever urgent that we do everything possible to eliminate every item of waste and cut operating costs to the bone."

At this point, Mr. Loomis repeated his plea, made recently before the National Association of Shippers Advisory Boards at St. Louis, that leaders of the train-operating brotherhoods "join management in an all-out effort to modernize antiquated work practices." (RA, Feb. 16, p. 9.)

'Temper Automation Fears'

Some labor spokesmen "seem to have a chronic fear that automation and greater mechanization of operations will put men out of work," Mr. Loomis said. He urged that this fear "be tempered with the realization that only through heavy investment can railroads hope to remain competitive with other carriers and stay in business."

"With this necessity before us all, we hold out our hand to railroad employees to join management in creating a new climate of labor-management relations in this vital industry."

Mr. Loomis is convinced that "railroads can survive—and thrive—in this situation only by massive exploitation of their inherent advantages. These unmatched assets lie in our ability to move enormous volumes at diminishing costs and charges."

Mr. Loomis referred to what he called "a wonderful new spirit" that is taking hold in railroading. "Streamlined thinking is spearheading the way for streamlined operations. Railroads are stripping down for action. We are cutting out the deadwood of losing and unpatronized services and concentrating effort and resources in areas of greatest promise. Many traditional practices may have to go by the board in the process. A lot of sacred cows may have to be put out to pasture."

Elsewhere in the program, the engineers' attention was called to another threat to railroad earnings and improvement programs. Richard G. May, vice president, operations and maintenance department, AAR, referred to another kind of make-work practice—"featherbedding by congressional statute." "Each year," he said, "railway labor unions push various make-work bills in Congress under the guise of improving railroad safety.

"Among the bills the brotherhoods again are asking their congressmen to support are those calling for operation of motor cars under train rule conditions, and for bringing Interstate Commerce Commission authority into the track, bridge and car inspection and maintenance procedure.

"In general, these bills would require more and more employees, and would give the ICC virtual control over many aspects of railroading now left to the discretion of management.

"Although such bills are proposed in the name of improving safety, the fact is that the railroads' safety record has shown continuous improvement over the years and is outstanding among American industry. The basic objective of these measures in reality is the creation of unnecessary jobs or the protection of existing ones, irrespective of operating needs. Such bills constitute a new kind of featherbedding—featherbedding by legislation—and should be recognized by the Congress and the public for what they really are."

Mr. May then discussed "the severe capital replacement problem posed by continual inflation in the cost of plant and equipment." He said the problem "can probably be solved only by some kind of reinvestment depreciation allowance that would take account of the inflated costs."

The AAR vice president also had something to say about the engineers' responsibilities to management. These, he said, include many things outside the scope of an engineer's professional duties and responsibilities. Among the more important of these, the engineers should:

Keep technically trained personnel coming into the industry; provide well-rounded training for new employees; be familiar with the individual railroad's problems, and with all proposed legislation, state and national, which affects the railroad industry; and help to acquaint the public with the railroad story.

Railroad rate reductions were advocated by Ben W. Heineman, Chicago & North Western chairman, in an address at the AREA annual luncheon. Reductions, he said, would restore railroads to where "they will once more be participating proportionately in the growth of the country." Although service improvements will help, they are not the principal answer. "Our markets," he contended, "will be regained through price."

Among the other addresses delivered during the three-day convention were two by AREA members, who reported on their observations during recent trips to Europe.

A report by H. J. Fast, assistant chief engineer, Canadian National, dealt primarily with a new method used in England to get track work done more efficiently. The technique is known as "work study." He said 75% of all track work on the Southern Region of the British Railways is done under "work studied schemes."

Application of the technique, explained Mr. Fast, "starts with an examination by a supervisor or qualified inspector, who submits a detailed report of what has to be done. This is turned over to the work study group, which makes an appraisal and designs the job in every detail, including methods and schedule of work. It is then turned over to the supervisor for action.

"When the foreman and his gang arrive the material and tools are there, and he is given the flow sheet prepared by the work study group. There is no delay. He and the supervisor know what has to be done. Each day he submits a progress report which is summarized for review and appraisal by various levels of management."

The total staff required to administer the scheme is approximately 4% to 5% of the total payroll, said Mr. Fast. Additional payroll expense, however, is offset, he pointed out, through greater productivity. The net gain over former methods is estimated at 20%.

The scheme also has advantages from the standpoint of officers and men, he said. "Foremen told me they like it because work is now properly planned and scheduled. Each day, they know exactly what to do and how it should be done. The schedules are realistic, and foremen know on Monday where they will be on Saturday. It also gives foremen a chance for closer supervision of the men, since they did not spend as much time in arranging and planning work.

"Supervisors like it because they now have staffs to assist in planning and executing work and, in addition, maintaining reliable records."

Ray McBrian, director of research, Denver & Rio Grande Western, reported on a trip that included Italy, Switzerland, Germany, France, Holland, Belgium and England.

One thing Mr. McBrian noticed was the "determination of people [in those countries] to produce quality products, their intense desire to work for their country and to serve world markets. This led to the realization that in our country 'American labor' is pricing itself out of the market through its continuing demands for higher wages, less hours, and other demands that send prices skyward."

Mr. McBrian is convinced that, in some respects, "these European countries can produce better quality products at less cost than our manufacturers—and we should begin to think about such products as rails, locomotives, steel products, etc., being offered our industry."

In most of the countries he visited, said Mr. McBrian, "the quality of workmanship is excellent. Everywhere they are working to invade world markets, including our own country." He noted that plans are being pushed in various European countries to apply atomic power to railway locomotives.

In the field of track maintenance, he was particularly impressed by developments in Germany. There, he said, millions of concrete ties are being used yearly. The ties are prestressed and cured by steam heat. When car and locomotive wheels are brought into contact with the ties by derailment, the tie is only chipped, not shattered. He said the concrete ties cost the equivalent of only $4.50 in American money. Their use, it is claimed, reduces maintenance costs.

Mr. McBrian was also impressed by a type of standardization in use that does not stifle research and inventiveness. "For example," he said, "in rail design, such standardization would include only constructional dimensions, such as width of base, bolt-hole spacing and fishing height, but would permit freedom for any special design features, whereby utilization could be made of practically any new research ideas."

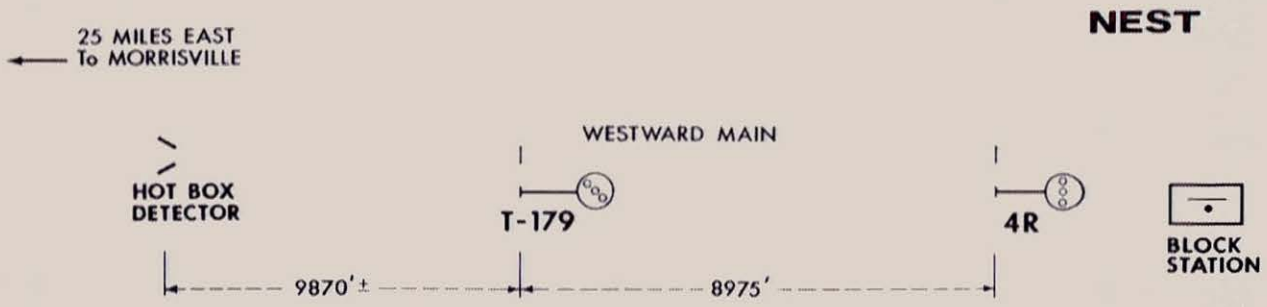
Here Are the New AREA Officers . . .

F. R. WOOLFORD
President
Chief Engineer, Western Pacific

E. J. BROWN
Senior Vice President
Chief Engineer, Burlington Lines

R. H. BEEDER
Junior Vice President
Chief Engineer System, Santa Fe

Hotbox Detector Sets Signals



A hotbox detector that automatically sets a signal to the Stop aspect when it detects abnormal journal heat has been installed on the Pennsylvania.

The detector is on the Trenton cutoff, 25 miles west of Morrisville yard, near Norristown, Pa. This heavy traffic freight line handles 12 scheduled westbound freight trains daily. With extras, daily traffic may total 20 trains. Maximum speed in the territory is 40 mph.

The PRR plans to install 20 more of the detectors on heavy density traffic lines. Sixteen of them will provide for automatic alarm features, similar to those of the initial installation. The other four will be at entrances to strategic yards to facilitate yard inspection of cars.

The first detector was installed by the PRR signal department, under the jurisdiction of J. I. Kirsch, system engineer-communications and signals, working with the Servo Corporation of America, manufacturer of the device.

The detector, as shown in the diagram, is about 3.5 miles in approach to the home signal for Nest block station. A small yard at Nest may be used for setting off cars with abnormally hot journals. Car inspectors are available for inspecting and servicing set off cars.

The detector works in the following manner: When the front end of a train passes over it, recording equipment at Nest block station starts to operate. The heat record of each journal is recorded graphically on a vertically moving chart, 5 in. wide. There is a stylus pen for each side of the car. The pens are opposite and are 2½ in. apart. They move in parallel lines and are deflected to the right in proportion to the amount of heat from the journal. The zig-zag record is burned into special chart paper, which is divided into millimeters.

When the difference in readings between opposite journals is 13 mm or more, relays are actuated to place the signal at Stop. It is the difference in readings between opposite journals, rather than the individual reading of a journal, that decides whether the signal will go to Stop automatically.

When a freight car with an abnormally hot journal passes the detector, it causes the detector equipment to actuate controls that set signal 4R to display the Stop aspect (three amber lights in a horizontal row, on the PRR position-light signals). Signal T-179, 8,975 ft in approach to 4R, displays the approach aspect (three amber lights in a row inclined 45 deg in the upper quadrant). With the setting of 4R to the Stop aspect, a red indication lamp is lighted and a warning buzzer sounds in Nest block station. Acknowledging that a hotbox has been detected, the operator turns a key switch shutting off the buzzer. The red warning lamp remains lighted as a reminder. In addition, the graph is available for observance by the operator.

Lamps Show Journal Location

Also, as soon as the hotbox is detected, indication lamps on the detector alarm panel are lighted to show whether the abnormal journal is on a wheel on the north or south rail. The pen graph recorder in the block station, which has been charting the detector recordings of the train, indicates the hotbox by a "tall" pip. This pip stands out well above the other for the opposite end of the axle, and is thus readily recognizable.

When the engineer has brought the train to a stop at signal 4R, a member of the train crew calls the Nest block operator, who tells the train crew where the hotbox is.

After the crew inspects the journal, the block operator is told about its condition so he may line the route for either setting off the car or letting the train proceed. The operator presses a pushbutton that resets the home signal controls and thus clears signal 4R.

The detector has been in service near Nest block station for over a year. It has been successful in automatically controlling signal 4R to the Stop aspect when an abnormally hot journal is detected.

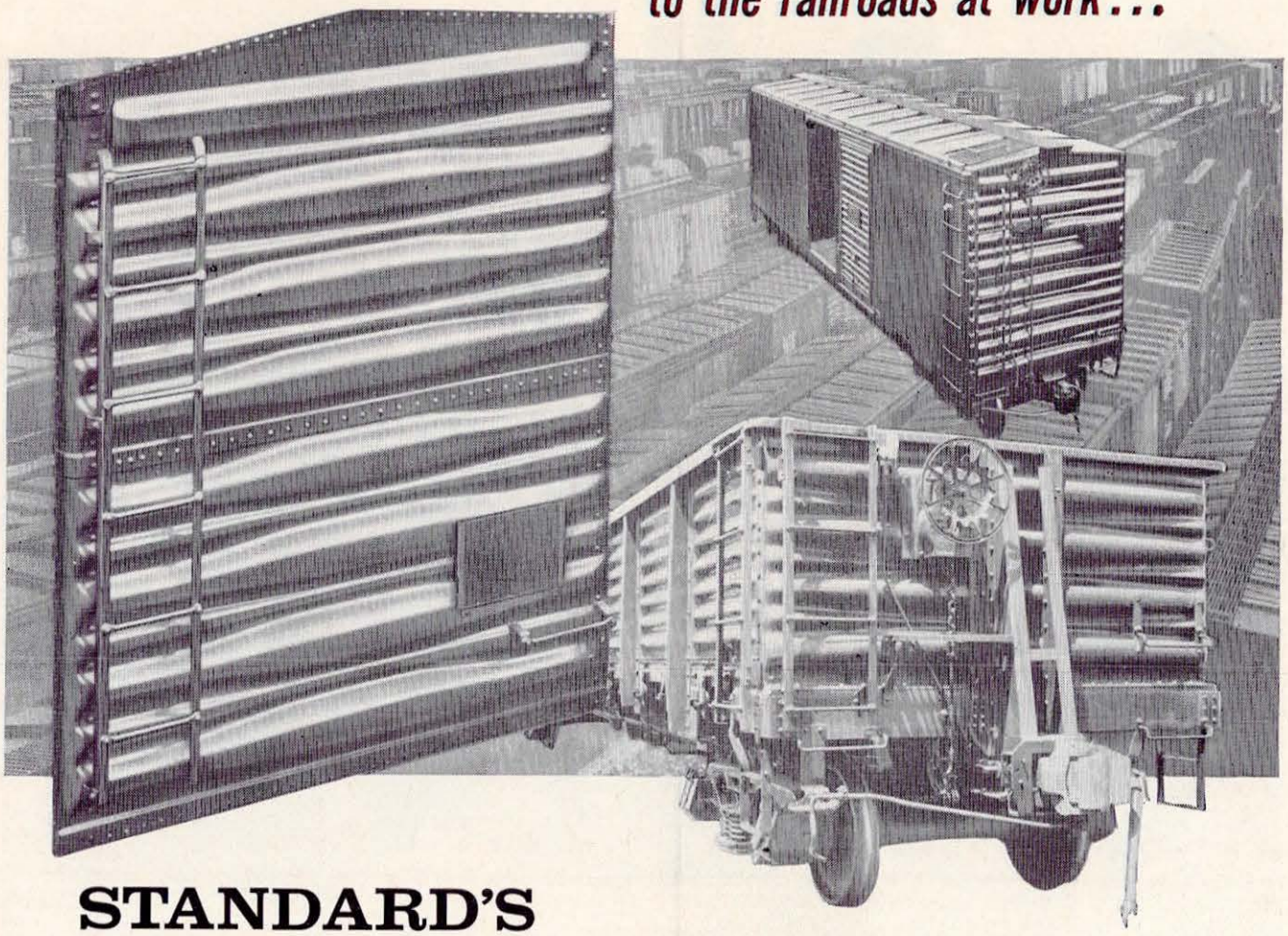
The PRR has found that, for its purpose, a 13-mm differential deflection between journals at ends of the same axle is a proper minimum amount for automatically setting the signal. This deflection is high enough to be more than the general differential for roller bearing cars and locomotive journals so that they do not knock down the home signal. The deflection is not so great that there is danger of a burned off journal before the train stops.

Each detector is mounted outside the rail on a 12 by 12 by 36-in. concrete foundation between two ties. The detectors are in weatherproof housings, canted at an angle toward the rail. The detector viewing line sweeps across the bottom and up the side of the journal as it recedes from the detector.

Three transducers are mounted on the inside of the south rail. When a wheel passes over the transducers, the appropriate relays are activated. The relays control the starting of the recording chart and the opening and closing of the detector shutter.

The shutter over the detector lens will stay open long enough to accommodate a train passing at low speeds. After the caboose passes, the shutter will close in a few seconds. To prevent snow and ice from interfering with operation of the shutter, 300-watt heaters, automatically controlled, are in each detector head.

✓ *Here's* **STANDARD'S** *responsibility to the railroads at work...*



STANDARD'S

Car Ends—still tops in design for strength and resiliency

We're constantly looking for ways to improve our Ends, but honestly, our present designs are *still* tops. Our Dreadnaught Ends utilize a unique corrugated structure of varying depths which extends across the car terminating in the rounded corner. This results in a resilient construction having spring-like action under impact. Corrugations extending across the car with the "W" section corner post produce a restrained beam action. The entire combination increases strength 35% over other designs using the same thickness of metal.

So you see, we keep trying to improve them, but our designs are still tops. When they can be made better, your Standard representative will be the first to tell you.

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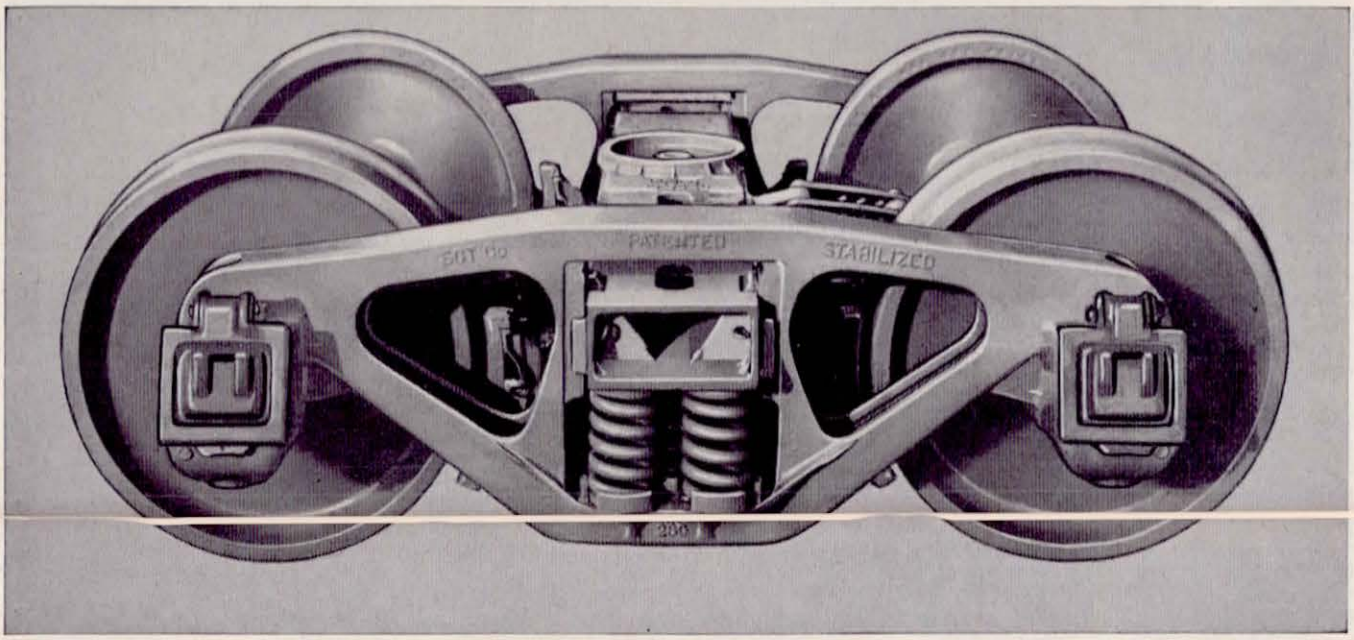
Experienced Car Builders BEGIN WITH



BARBER STABILIZED TRUCKS

Today's heavier, high speed railroading demands years ahead freight car performance. Better design, better quality from rail to roof can achieve it. So, "Begin with Barber Stabilized Trucks." You provide a smoother ride, with variable friction for variable loads... protect other equipment and save on lading damage claims. Proof—*more than 475,000 Barber car sets sold*... none has ever worn out!

Standard Car Truck Company, 332 South Michigan Avenue, Chicago 4, Illinois. *In Canada:* Consolidated Equipment Company, Ltd., Montreal 2, Quebec.

GRAIN RATE CUTS

(Continued from page 9)

than to lure it back once it's left."

Meanwhile, it became known last week that seaway tolls will be on a basis which the Association of American Railroads has said will cover only 60% of the costs and thus fall "far short of the requirements of the law with respect to self-liquidation."

The tolls were announced in Washington and Ottawa by the United States' St. Lawrence Seaway Development Corp. and by Canada's St. Lawrence Seaway Authority.

The tolls are essentially the same as those proposed last June (RA, June 23, 1958, p. 10). Principal differences are in the definitions of bulk cargo and general cargo. Those changes will not result in important shifts of commodities from general cargo to the lower-rated bulk classification, according to E. R. Harrill, deputy administrator of the Seaway Corporation.

Depending upon the distance traveled through the seaway, the toll rates range from 6 cents per gross registered ton of the vessel, plus 42 cents per ton of bulk cargo and 95 cents per ton of general cargo, to 2 cents per gross registered ton of the vessel, plus 2 cents per ton of bulk cargo and 5 cents per ton of general cargo.

D-O-T Car Reporting System Speeds Data to B&O Shippers

The Baltimore & Ohio this week is announcing a fast new car reporting system aimed at keeping carload customers constantly informed on the progressive movement of their cars.

The D-O-T (data on tracing) system will funnel information on the location of carload shipments to 58 B&O traffic offices in the U.S. and Canada. Data on any car dispatched from a major B&O yard will reach the most distant traffic office in three hours.

To provide the service, car information will feed from individual yards into Baltimore around the clock. Data on bulk commodities—coal, coke, ore and stone—will be included. From the general office the information will fan out to traffic offices by Teletype—each office receiving only that data relating to its territory.

Foundation of the D-O-T system is tape-to-card transmission. A punch card for every carload dispatched is produced at each yard. Data on the card is translated into tape and Teletyped to Baltimore. Here new cards are punched, then sorted by origin and destination traffic territory.

The final step is to convert these new cards to tape and relay the information to individual traffic offices.

NEW FAIRBANKS-MORSE

Portable Platform Scale

MODERN FUNCTIONAL STYLING

- **reads quickly and clearly under all lighting conditions!**
- **moves easily through narrower aisles!**
- **stays accurate and sensitive under roughest conditions!**

Designed for your most exacting requirements—built for years of heavy-duty use—this new Fairbanks-Morse Model 1124A Portable Platform Scale helps speed your operations through faster, more accurate weighing!

Note the big, clear beam design that promotes quicker reading—the new square weights for easier handling! Check the new concealed wheels, the compact overall width—important for fast handling in congested areas. Notice the absence of check rods, to eliminate binding. From top to bottom this is a handsome, durable scale designed to use—built to last—a worthy successor to the hundreds of thousands of famous Model 1124 Scales proven throughout industry! Capacity 1000 lbs. Write Fairbanks, Morse & Co., 600 S. Michigan Ave., Chicago 5, Ill. for new Model 1124A Catalog.

See Sweet's Plant Engineering File for full line of F-M Scales.

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GENERATORS • COMPRESSORS • MAGNETOS • HOME WATER SYSTEMS

Plan III Proposal Condemned

► **The Story at a Glance: A Plan III piggyback proposal of the Burlington has been condemned by the ICC on the basis of findings that its rates would be "unduly low" and constitute a "destructive competitive practice."**

With similar reasoning, the Commission has disapproved Baltimore & Ohio tariffs publishing per-shipment rates for box car service designed to compete with Plan III piggybacking provided by its competitors.

Last week's ICC decisions in the Burlington and B&O cases indicate how five of the 11 commissioners may be expected to vote if like issues come before the entire Commission.

The report in the Burlington case was by the Commission's Division 2. Division 3 decided the B&O case which also involved similar New Haven tariffs. Divisions 2 and 3 each have three members, but Commissioner McPherson is a member of both. His colleagues on Division 2 are Commissioners Winchell and Hutchinson, while Division 3's other members are Commissioners Freas and Walrath.

The Burlington case involved a suspended tariff in which that road published a round-trip charge of $220 on shipper-owned trailers moving loaded or empty between Chicago and Minneapolis-St. Paul. The decision was like a previous Division 2 ruling which ordered cancellation, for the same reasons, of two-year-old tariffs publishing rates between Jersey City and Baltimore and Washington on loaded or empty movements of equipment (truck bodies on flat cars) furnished by shippers (RA, Nov. 17, 1958, p. 10).

In the present report, Division 2 emphasized that its objections ran only to the level of the proposed $220 charge, and that its findings were not to be construed as an attempt to discourage the piggyback service involved. The report added: "The stated objective of these schedules, the recapture of tonnage lost to private carriage, is highly desirable, but steps taken toward that end must insure a reasonably compensatory and otherwise lawful rate structure."

As in the earlier case, the division here, too, indicated its concern about the threat to the rate structure. It calculated that the proposed charge would approximate 27½ cents per 100 lb, and compared that with conventional piggyback and all-freight rates between Chicago and the Twin Cities of $1.19 and 85 cents, respectively.

Other calculations in the report indicated that the 27½ cents would be equivalent to about 10% of the first-class rate—yet high-rated commodities could be loaded into the trailers under the tariff which qualified some 571 articles. All of which bothered Division 2, because "the lowest rating in the uniform classification is Class 13 (13% of first class), and it applies on sand, gravel and similar low-rated commodities."

Burlington's cost evidence showed an estimated round-trip cost of $163 per trailer. The division called this of "little probative value," because "it was not computed according to accepted cost-finding principles."

Main shipper support for the tariff came from National Tea Company which planned to transfer four daily round-trip truck movements to the piggyback service. The only protestants were associations representing motor carriers.

They made a record which convinced Division 2 that the proposed charge would do more than attract the private-truck traffic Burlington was after. It would "draw traffic from shippers now using motor common carriers and more conventional railroad services," the report said.

The B&O case involved that road's suspended tariffs publishing key rates of $451.50 and $519, respectively, for Baltimore-Chicago and New York-St. Louis shipments tendered in not more than two 40-ft 6-in. box cars—in one day from not more than one consignor to one consignee at one destination. Shipments under those rates would be limited to 70,000 lb, and excess would be assessed 60 cents per 100 lb on Baltimore-Chicago shipments and 70 cents on New York-St. Louis shipments.

The New Haven tariffs were similar, though published primarily to authorize substitution of box-car service for the piggyback service which that road offers at the same charge.

The B&O framed its proposed charges to make them like Pennsylvania, New York Central and Erie piggyback rates which apply in shipper-owned or leased trailers and which contemplate use of 75-ft flat cars owned by the railroads. Division 3's report said the B&O has lost all-freight traffic to these competitors amounting to at least $500,000 annually.

The evidence also indicated that the B&O cannot meet this competition with Plan III service of its own. It does not have enough suitable flat cars and it has overhead clearance problems at strategic points on its line.

Division 3 nevertheless ordered cancellation of the suspended tariffs. Protestants included Eastern Central Motor Carriers Association and Acme Fast Freight, Inc., a forwarder. The association and the Boston & Maine were among protestants to the New Haven tariffs.

Division 3's concern about the threat to the rate structure was pointed up in its report, although it also interpreted the cost evidence as indicating that many of the proposed charges seemed below the out-of-pocket level.

As to the level of the proposed charges, it calculated that they would result in rates "approximating 15% of first class." And it noted that high-rated commodities could be included in the shipments.

Coming: 'Dempster-Dinosaur'

A new idea in containers is scheduled for demonstration in Philadelphia this week.

Railroad officers in the area will take a look at the Dempster-Dinosaur, a materials handling system developed by Dempster Brothers Co., Knoxville, Tenn.

Designers of the system visualize it as having wide use for jobs ranging from scrap collection to intercity freight movements by rail or truck. They suggest applications in railroad piggyback service, particularly on runs where clearances are a problem.

The Dempster-Dinosaur mounts on a truck chassis and consists of three parts—a tipping frame, two hydraulic cylinders for raising or lowering the frame, and a spring-loaded U-shaped "bail" that moves forward or backward.

The frame can be tipped up at the front, then extended back over the rear wheels to pick up or deposit a container on the ground. Containers themselves come in 21 standard sizes, up to 35 ft in length. Controls in the truck cab enable a driver to load or unload container units single-handed. The containers can be transferred to or from flat cars or shipper docks by using this method.

A heavy-duty jack is built into the rear of the Dinosaur chassis to provide extra stability during loading or unloading. The jack drops down and retracts automatically.

Letters from Readers

Double Bottoms

Cleveland, O.

To the Editor:

The photo on p. 12, Railway Age, Mar. 2, struck me immediately. It shows a Spector "double bottom" rig, the first trailer of which is a two-container outfit.

Question: Would the trucker drive these containers over the Thruway if common carrier piggyback service were available on a parallel rail route?

It appears to me that the Thruway and Turnpike Authorities are in outright competition with the railroads, by their effort to encourage truck traffic. Since a railroad is basically a high volume, mass-production type operation, does it not seem logical that the railroads could offer a two-trailer flatcar rate on common carrier trucks which might effectively compete with turnpike operation?

J. William Vigrass

'Ridiculous Assumption'

Auburndale, Mass.

To the Editor:

I believe it is high time that some one pointed out that the so-called "actuarial deficit," to counteract which the Railroad Retirement Board claims it requires a substantial and retroactive increase in Railroad Retirement taxes. is based upon the ridiculous assumption that all eligible employees will suddenly apply for their pensions, and that a substantial number of those employees remaining will suddenly drop dead, each leaving several dependents.

If the average railroad worker were charged three times what the man standing next to him at the bar was asked for the same refreshment, you can imagine how the fur would fly. Yet, when are railroad men going to wake up and realize that we are paying three times what workers in outside industry pay, for benefits which average only about 60 per cent higher, and in many instances are lower and must be increased to meet the Social Security formula levels? The obvious, sensible answer is to put everyone under Social Security . . .

Incidentally, here in the Bay State our spendthrift and almost bankrupt state government has already voted a retroactive state withholding tax; and there are constant threats of increasing this state income tax—retroactively—if a sales tax is not speedily passed. This, combined with a retroactively increased Railroad Retirement tax, might well mean payless paydays for Massachusetts rail men.

Walter H. Walker, Jr.,
Towerman, New Haven

SAVE 3 WAYS on moisture proof B&M SAND VALVES and SAND HOSE...

1 **Save on loading**...Sand flows fast and freely. Diesels can be loaded quickly... Valve is moisture proof. Hose has smooth inner lining for fast delivery.

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3 **Save on Maintenance Costs**...A minimum of care keeps the B & M Valve and Sand Hose functioning perfectly — Resists extremes of weather — Perfect for one-spot or re-spot loading of all Diesels.

Savings in time, sand, and performance are the result of precision design and custom-type manufacturing . . . You get more money saving features.

Savings are what many users of Ross and White "B & M" Sand Valves and Hose are now enjoying—Costs are being reduced while deliveries are speeded up... Unnecessary delays resulting from jammed valves just do not occur. They have found that Ross and White "B & M" Valves and Hose deliver more cost-cutting, consistently dependable, uninterrupted performance.

Ross and White "B & M" Sand Valves and Sand Hose are available in 2", 2½", and 3" ID. Write today for full information on how you can "Save 3 Ways" with Ross and White "B & M" Sand Valves and Sand Hose.

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Manufacturers of:
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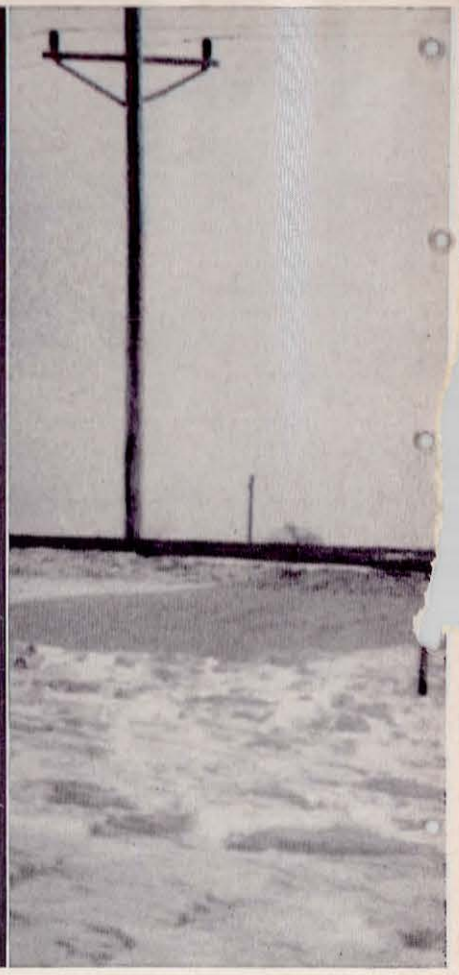
ROSS and WHITE

625

Chevy power is tough—

and proves it on high-tonnage north country grind!

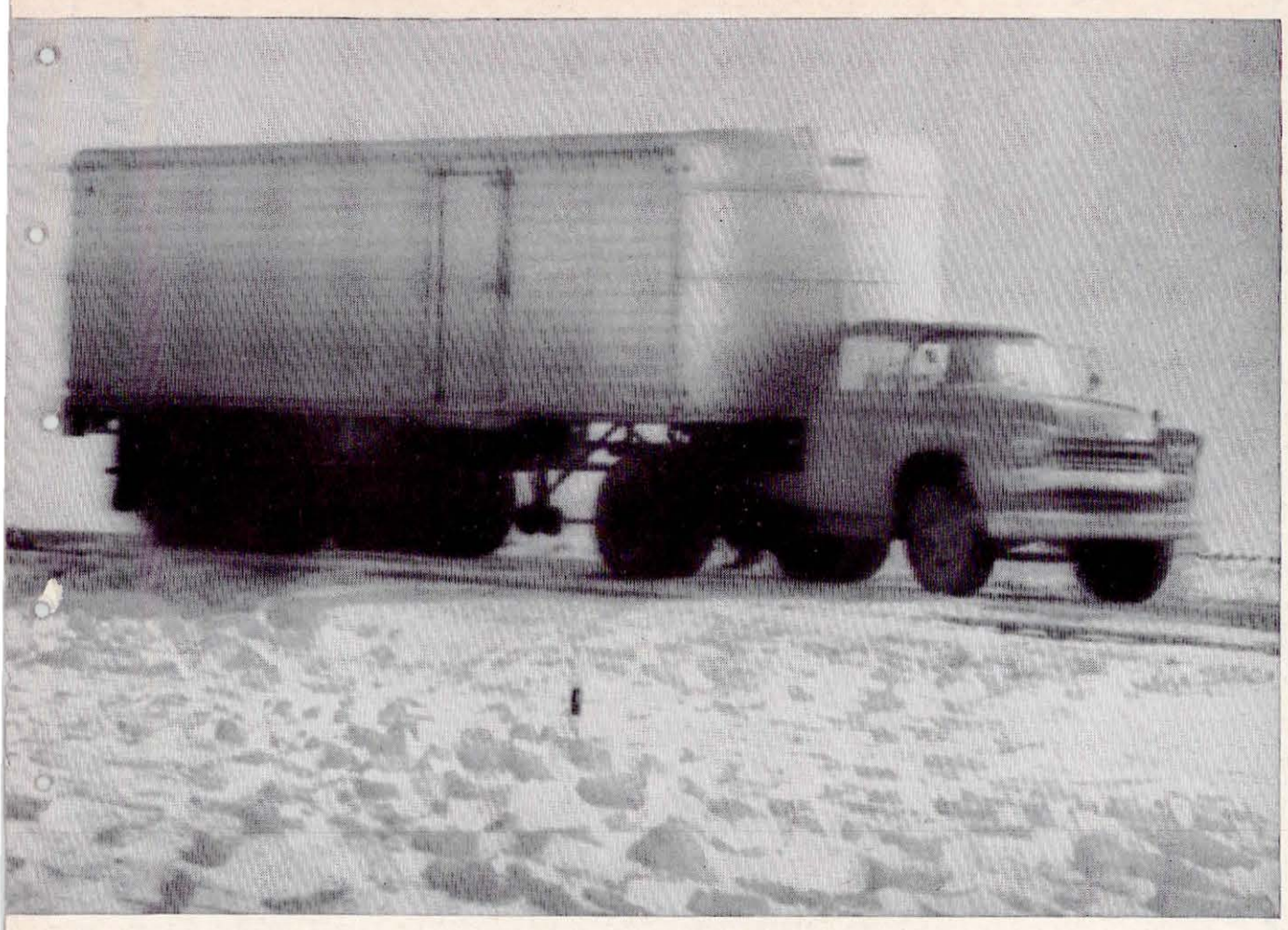


This hauler had 104,000 miles on his Chevy heavy-duty V8 before even a valve job was needed! William Brosius of Grand Forks, N.D., works his Chevrolet Series 100 models hard, all year round. Summers, they pull 10-yard boxes for hauling sand and gravel. The rest of the year, in all kinds of north country weather, they pull tandem trailers with full-capacity loads of potatoes or grain. "They keep at it all the time," Bill Brosius says. "One of them even covered 104,000 miles before a wrench ever touched the engine to take off the heads or pan."

That's a *tough* truck job—but there's a big 348-cu.-in. Workmaster V8 under the hood of that 10203 Chevrolet shown above, delivering the kind of durable power that's rating it tops for efficiency on rugged runs. A Spicer 5-speed transmission and an Eaton 18,000-lb. 2-speed rear axle round out a dependable power team.

In less than a year, this heavyweight model (which also features frame reinforcements, cast-spoke wheels and heavy-duty springs) has covered over 120,000 miles! Tough-built big-truck components make Chevrolet's new heavyweights or middleweights the best trucks yet for your long hard hauls!

No job's too tough for a

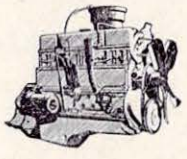


Chevy's powered to cut costs and keep going on your long, hard hauls!

That's for *sure*, whether you use mighty middleweights or high-capacity heavyweights—whether you prefer V8's or 6's.

Take Chevrolet's 1959 big-truck V8's, for example. As indicated by that tough truck job pictured above, these modern engines are out to whip any work that comes their way. They've got what it takes to do it. The *shortest piston stroke* of any comparable truck V8's: a sure sign of more work on less fuel. Compact design that cuts down on truck weight and helps assure the biggest possible payloads. Scores of up-to-the-minute features that know how to trim overhead: full-flow oil filter, hydraulic valve lifters, hard-faced exhaust valves and hardened valve seats, extreme-duty Moraine 400 bearings, rotor-controlled governor, overspeed warning light, and many more.

And with a *complete* lineup of modern V8 powerplants —including 160-h.p. Trademaster, 160-h.p. HD Taskmaster, 175-h.p. HD Super Taskmaster, 185-h.p. Workmaster Special and 230-h.p. Workmaster—Chevy can match the engine to your work, ideally.



Or if you prefer 6's, Chevy's *still* your best bet. Standard in Series 40 models is the 135-h.p. Thriftmaster 6, better than ever for '59 with a new Economy-Contoured camshaft that improves gas economy by 10%! And in series 60 there's a new edition of the 150-h.p. Jobmaster 6. It offers new durability stemming from new tougher built pistons, Stellite-faced exhaust valves and chrome-plated oil control rings. Both of these famous 6's provide plenty of hard-pulling torque.

Six or V8, you'll go a long way before you see the likes of this '59 Chevy engine lineup. Actually, there's only one *best place* to go for all your trucking needs—and that's to your Chevrolet dealer's. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

Chevrolet truck!

CHEVROLET

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (in. misc.) 1958	1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retire-ments	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retire-ments	Traffic	Trans-portation	Total 1958	Total 1957	Operating ratio 1958	ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	1957
Akron, Canton & Youngstown	Dec.	171	422	....	432	426	57	67	7	63	55	15	41	153	358	359	82.8	84.2	75	38	21	11
	12 mos.	171	5,041	....	5,164	6,473	634	860	67	775	847	178	474	1,745	4,190	4,770	81.1	73.7	974	537	207	478
Alabama, Tenn. & Northern	Dec.	214	289	....	314	329	50	90	6	10	10	6	4	88	158	199	50.1	60.4	157	18	49	238
	12 mos.	214	3,083	....	3,169	3,956	595	632	70	239	188	67	50	1,040	1,972	1,972	62.2	49.9	1,197	143	315	727
Atchison, Topeka & Santa Fe	Dec.	13,081	47,407	3,866	57,808	54,874	7,620	7,552	960	10,220	10,275	2,349	1,575	19,357	41,196	41,272	71.3	75.2	16,613	8,914	7,180	5,310
	12 mos.	13,110	500,932	39,490	595,289	610,714	75,418	89,748	9,888	114,206	126,313	27,950	15,904	210,341	443,942	473,859	74.6	77.6	151,347	82,768	63,282	56,310
Atlanta & St. Andrews Bay	Dec.	81	319	....	324	294	32	39	4	30	40	8	7	71	165	172	50.7	58.6	160	70	58	36
	12 mos.	81	4,173	....	4,222	4,507	401	499	41	355	372	89	84	854	1,954	2,033	46.3	45.1	2,267	1,049	803	896
Atlanta & West Point	Dec.	93	221	29	314	321	37	37	12	55	51	14	17	147	279	281	88.6	87.6	36	17	2	—4
	12 mos.	93	2,719	287	3,658	3,819	445	517	86	621	728	172	203	1,751	3,275	3,491	89.5	91.4	384	216	—96	—44
Western of Alabama	Dec.	133	254	27	328	354	37	40	11	62	81	19	20	134	272	309	82.9	87.4	56	16	49	25
	12 mos.	133	3,173	265	3,902	4,065	526	606	105	671	804	230	235	1,610	3,294	3,586	84.4	88.2	608	390	268	275
Atlantic Coast Line	Dec.	5,306	10,341	1,652	13,490	13,920	1,506	1,834	322	2,500	2,565	600	500	5,326	10,643	11,182	78.9	80.3	2,847	1,475	1,133	521
	12 mos.	5,300	122,495	15,094	149,589	163,340	21,016	24,009	2,534	28,353	35,132	7,867	5,486	60,854	123,910	137,340	82.8	84.1	25,679	11,900	8,626	9,206
Charleston & West. Carolina	Dec.	343	569	....	579	583	94	83	11	91	99	29	22	181	408	428	70.5	73.4	171	125	49	38
	12 mos.	343	6,880	....	7,029	7,117	1,380	1,583	94	1,031	1,179	348	260	2,068	4,953	5,427	70.5	76.3	2,076	1,305	791	817
Baltimore & Ohio	Dec.	5,917	26,524	1,551	30,852	33,088	3,180	4,036	518	6,469	7,267	1,138	974	14,105	26,820	29,876	86.9	90.3	4,032	1,098	1,173	1,876
	12 mos.	5,937	340,037	15,103	382,540	461,304	39,405	53,294	6,716	68,190	87,254	13,652	11,389	167,869	308,847	373,261	80.7	80.9	73,693	23,163	28,589	37,917
Staten Island Rap. Tran.	Dec.	29	216	90	313	274	61	66	12	37	38	2	2	169	305	307	97.3	112.2	8	45	—63	—110
	12 mos.	29	2,418	886	3,417	3,308	672	706	136	441	433	21	25	1,894	3,431	3,454	100.4	104.4	—13	542	—847	—1,038
Bangor & Aroostook	Dec.	602	1,168	25	1,247	1,296	181	347	19	311	298	117	21	366	963	1,166	77.3	89.9	284	85	243	242
	12 mos.	602	13,328	274	14,194	15,364	3,277	3,227	232	3,420	3,236	1,373	373	4,143	12,242	12,429	86.3	80.9	1,952	603	2,562	2,961
Bessemer & Lake Erie	Dec.	203	2,055	....	2,104	1,174	1,014	259	749	497	800	136	55	489	1,971	1,767	93.7	150.5	133	267	328	—167
	12 mos.	206	19,226	....	19,454	28,977	3,738	2,860	1,102	5,976	8,194	1,675	512	5,340	17,103	19,525	87.9	67.4	2,351	3,581	2,379	6,647
Boston & Maine	Dec.	1,570	5,250	725	7,011	7,039	902	1,066	162	952	772	292	165	2,956	5,396	5,913	77.0	84.0	1,615	635	489	435
	12 mos.	1,570	59,617	8,683	77,435	85,954	10,748	12,099	1,819	10,581	10,391	3,518	1,791	35,569	63,524	68,885	82.0	80.1	13,911	6,021	1,914	5,519
C. P. R. in Maine	Dec.	234	548	30	590	594	102	100	15	121	110	17	8	204	451	456	76.4	76.7	139	28	42	—31
	12 mos.	234	6,575	567	7,459	6,971	1,447	1,395	198	1,141	1,220	208	104	2,287	5,186	5,586	69.5	80.1	2,273	395	1,057	262
Carolina & Northwestern	Dec.	284	300	....	301	199	37	35	7	33	16	21	5	76	163	163	54.1	81.9	138	16	84	4
	12 mos.	284	3,159	....	3,226	3,471	555	661	83	359	215	241	63	911	2,063	2,049	63.9	59.0	1,163	238	490	555
Central of Georgia	Dec.	1,763	3,262	126	3,703	3,615	482	559	44	675	645	194	168	1,515	3,027	3,071	81.7	85.0	676	283	436	327
	12 mos.	1,763	38,247	1,448	42,558	44,212	6,698	6,590	570	7,865	7,555	2,299	2,030	17,618	36,465	36,078	85.7	81.6	6,093	2,595	4,023	4,907
Central of New Jersey	Dec.	597	3,783	481	4,730	4,721	459	553	123	882	826	155	74	2,789	4,440	4,054	93.9	85.9	290	466	—373	—8
	12 mos.	602	44,043	5,953	54,170	59,833	6,263	6,927	1,511	9,322	10,544	1,828	880	26,651	45,901	48,202	84.7	80.6	8,269	5,623	332	3,383
Central Vermont	Dec.	375	836	78	995	1,018	169	161	24	114	122	9	21	498	757	801	76.1	78.6	238	47	87	24
	12 mos.	377	9,202	665	10,761	11,596	3,012	3,057	234	1,267	1,345	114	224	4,395	9,386	9,750	87.2	84.1	1,375	610	—908	—478
Chesapeake & Ohio	Dec.	5,130	28,662	610	30,854	30,964	3,165	4,618	525	5,314	7,166	1,874	854	11,886	23,155	27,434	75.0	88.6	7,699	2,836	5,885	6,452
	12 mos.	5,130	328,470	6,295	355,742	432,330	37,995	52,755	5,729	59,207	72,812	22,470	9,380	128,241	255,014	299,904	71.7	69.4	100,728	39,908	63,440	78,155
Chicago & Eastern Illinois	Dec.	862	2,465	239	3,046	3,324	421	338	29	511	529	149	111	1,148	2,356	2,484	77.3	74.7	690	233	296	229
	12 mos.	862	30,494	2,109	35,588	38,274	4,512	4,752	369	5,896	6,447	1,799	1,669	14,234	28,338	30,036	79.6	78.5	7,250	2,412	2,149	3,580
Chicago & Illinois Midland	Dec.	121	544	....	560	625	108	40	7	110	97	24	29	113	406	396	72.5	63.4	154	35	105	136
	12 mos.	121	5,918	....	6,143	8,016	532	559	99	1,239	1,295	290	365	1,639	4,288	4,637	69.8	57.8	1,854	967	761	1,505
Chicago & North Western	Dec.	9,289	13,866	1,718	17,567	16,837	2,675	3,574	347	2,545	1,938	945	570	8,082	15,108	15,375	86.0	91.3	2,460	1,344	69	—788
	12 mos.	9,309	178,179	17,804	215,127	218,483	32,321	36,204	4,491	34,428	34,135	11,610	6,390	92,086	178,234	186,670	82.9	85.4	36,893	15,257	8,861	5,470
Chicago, Burl. & Quincy	Dec.	8,687	19,050	1,922	23,594	22,474	2,816	3,315	448	4,541	3,822	1,033	614	9,495	18,554	17,600	78.6	78.3	5,040	2,285	2,054	1,966
	12 mos.	8,730	213,056	20,288	258,028	258,308	33,528	39,830	5,887	45,882	44,775	11,998	7,293	101,590	200,264	205,579	77.6	79.6	57,764	27,403	23,673	21,001
Chicago Great Western	Dec.	1,469	2,472	10	2,727	2,839	403	463	42	342	445	130	125	883	1,871	2,099	68.6	73.9	855	333	320	326
	12 mos.	1,469	32,454	113	34,828	36,820	5,481	5,668	539	5,029	5,604	1,579	1,500	11,157	24,146	25,139	69.3	68.3	10,682	3,840	4,228	4,526
Chic., Milw. St. P. & Pac	Dec.	10,591	16,590	1,382	20,406	20,721	2,980	2,583	414	3,343	3,638	830	572	8,362	16,553	16,541	81.1	79.8	3,854	1,673	1,818	1,611
	12 mos.	10,590	205,330	14,475	244,263	254,027	38,339	40,492	5,186	41,942	45,260	10,642	6,337	98,211	199,412	208,179	81.6	82.0	44,851	19,186	16,871	16,419
Chicago, R. Is. & Pacific	Dec.	7,564	14,289	1,761	17,959	17,556	2,221	2,179	257	2,949	2,840	623	522	7,425	14,103	13,797	78.5	78.6	3,856	1,497	1,269	1,265
	12 mos.	7,584	173,040	16,588	207,884	209,591	26,506	29,444	2,959	35,495	35,380	7,507	6,520	82,352	162,197	164,245	78.0	78.4	45,687	18,599	13,189	14,323
Clinchfield	Dec.	293	1,996	....	2,004	2,012	234	372	22	392	381	106	67	452	1,209	1,331	60.4	66.2	794	209	745	718
	12 mos.	293	21,123	3	21,250	23,532	2,760	3,485	261	3,942	4,761	1,237	760	5,187	13,420	15,207	63.2	64.6	7,830	2,435	7,325	8,276
Colorado & Southern	Dec.	716	1,216	82	1,484	1,225	158	151	20	328	180	67	35	662	1,260	963	84.9	78.6	224	146	62	55
	12 mos.	716	13,578	841	16,030	15,846	2,118	2,314	240	2,555	2,534	788	416	6,632	12,594	21,524	78.6	79.0	3,436	1,962	1,380	1,185
Ft. Worth & Denver	Dec.	1,362	1,875	170	2,339	2,630	481	325	45	289	236	43	69	1,067	2,085	1,725	89.1	65.6	254	Cr.65	58	363
	12 mos.	1,362	22,070	1,722	26,452	23,867	3,959	3,899	428	3,341	3,100	537	838	10,250	19,897	18,521	75.2	77.6	6,555	1,964	1,685	1,529
Colorado & Wyoming	Dec.	39	187	....	290	218	—22	—15	3	32	42	12	1	113	140	153	48.3	70.2	150	87	62	23
	12 mos.	39	2,131	....	3,413	4,336	178	187	33	385	484	146	18	1,261	2,041	2,433	59.8	56.1	1,372	835	496	737
Delaware & Hudson	Dec.	764	3,609	172	3,959	4,177	405	531	61	701	776	191	99	1,601	3,062	3,369	77.3	80.7	897	549	447	542
	12 mos.	764	42,754	1,667	46,453	55,836	5,320	6,729	801	7,904	9,301	2,190	1,214	17,859	35,561	40,112	76.6	71.8	10,892	5,563	4,621	8,858
Delaware, Lack. & Western	Dec.	918	4,482	872	6,205	6,701	720	781	184	976	1,134	351	195	3,439	5,423	6,336	87.4	94.6	782	590	94	—396
	12 mos.	924	57,076	9,372	76,279	85,905	8,724	9,471	2,120	12,948	12,702	4,243	2,253	40,215	68,377	73,455	89.6	85.5	7,902	7,829	—1,473	3,452
Denver & Rio Grande Western	Dec.	2,155	6,005	217	6,480	6,129	464	492	90	979	978	320	247	2,085	4,082	4,095	63.0	66.8	2,398	1,237	1,242	1,125
	12 mos.	2,155	71,434	2,930	76,936	85,236	8,293	9,495	1,147	11,297	12,680	3,809	2,763	24,164	50,171	54,346	65.2	63.8	26,765	13,532	13,266	15,974
Detroit & Toledo Shore Line	Dec.	50	721	....	782	684	97	59	5	87	101	24	22	311	535	478	68.5	69.8	246	55	66	41
	12 mos.	50	6,384	....	6,939	7,922	756	850	46	881	972	287	248	2,629	4,721	4,982	68.0	62.9	2,219	715	384	667
Detroit Toledo & Ironton	Dec.	464	1,963	....	2,086	1,810	201	196	26	406	319	140	59	553	1,307	1,156	62.6	63.9	779	106	639	531
	12 mos.	464	17,246	....	18,042	22,311	2,391	2,966	334	4,281	4,742	1,613	663	5,445	13,885	15,419	77.0	69.1	4,157	1,265	2,963	5,506
Duluth, Miss. & Iron Range	Dec.	557	457	....	477	512	469	870	86	628	914	192	13	643	1,489	2,91	312.3	568.9	—1,012	Cr.599	—451	—681
	12 mos.	559	30,888	11	36,201	57,28	5,723	6,717	,131	7,516	9,321	2,182	146	11,70	27,977	37,178	77.3	64.3	8,224	5,393	2,620	8,688
Duluth, So. Shore & Atl.	Dec.	544	407	3	433	460	103	108	10	92	80	26	32	205	460	455	106.2	98.8	—27	29	—51	—37

...ES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1958

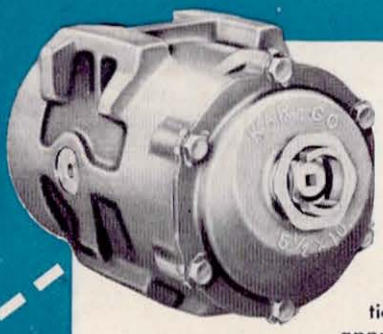
Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (in. misc.) 1958	Total (in. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retire-ments	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retire-ments	Traffic	Trans-portation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Duluth Winnipeg & Pacific	Dec.	175	460	....	467	515	63	61	7	51	54	1	7	217	349	328	74.7	63.7	118	39	—8	64
	12 mos.	175	6,014	9	6,094	6,182	993	1,020	64	695	696	14	85	2,203	4,095	4,087	67.1	66.1	1,999	492	503	540
Elgin, Joliet & Eastern	Dec.	236	3,234	....	4,363	3,953	247	423	28	613	813	126	53	1,779	2,488	3,511	57.0	88.8	1,875	940	636	31
	12 mos.	236	33,113	....	43,555	56,916	3,145	3,690	336	10,360	11,341	1,496	527	16,414	33,692	40,193	77.4	70.6	9,863	5,938	2,548	4,363
Erie	Dec.	2,201	11,780	661	13,739	13,376	1,267	1,220	237	2,214	2,112	515	355	6,738	11,273	11,215	82.1	83.8	2,466	1,051	830	218
	12 mos.	2,206	132,954	6,708	152,746	173,160	16,594	20,036	2,700	23,833	26,951	6,534	4,330	73,820	127,623	141,082	83.6	81.5	25,123	13,161	2,673	10,815
Florida East Coast	Dec.	572	2,408	511	3,309	3,451	529	400	48	417	596	117	94	1,305	2,485	2,614	75.1	75.8	824	159	369	379
	12 mos.	571	27,031	4,624	34,555	38,938	5,064	5,753	596	6,404	6,974	1,395	1,048	13,421	27,808	30,340	80.5	77.9	6,747	2,363	1,563	2,857
Georgia Railroad	Dec.	321	572	17	698	619	82	83	10	122	123	35	41	325	609	594	87.3	96.0	89	34	64	9
	12 mos.	321	6,698	186	7,904	8,295	1,037	1,396	99	1,327	1,593	415	479	3,572	6,873	7,647	87.0	92.2	1,030	430	848	677
Georgia & Florida	Dec.	332	264	....	269	255	74	58	3	56	39	7	23	98	271	221	101.0	86.7	—3	11	—38	3
	12 mos.	332	3,228	...	3,294	3,357	835	826	47	459	463	95	271	996	2,780	2,827	84.4	84.2	514	190	65	83
Grand Trunk Western	Dec.	951	4,320	240	5,171	5,166	570	581	70	1,039	988	113	101	2,578	4,551	4,541	88.0	87.9	620	370	49	—286
	12 mos.	951	45,357	2,629	52,760	58,563	8,371	7,975	740	10,313	11,069	1,148	1,109	27,630	50,118	52,892	95.0	90.3	2,643	4,309	7,771	—5,125
Great Northern	Dec.	8,293	17,023	1,236	19,932	18,912	3,092	3,807	387	3,410	3,423	848	492	7,571	15,525	16,317	77.9	86.3	4,407	2,126	2,005	1,309
	12 mos.	8,281	223,952	10,157	251,672	275,377	38,748	50,930	4,014	45,226	47,050	10,104	6,434	88,209	190,855	212,182	75.8	77.1	60,817	32,387	25,823	24,854
Green Bay & Western	Dec.	219	363	....	374	405	24	83	10	46	52	9	26	120	244	308	65.3	76.1	130	55	32	19
	12 mos.	221	4,447	....	4,576	4,692	799	819	60	578	630	109	298	1,441	3,414	3,443	74.6	73.3	1,163	520	299	288
Gulf Mobile & Ohio	Dec.	2,752	5,935	285	6,729	7,315	934	1,144	85	1,114	1,469	301	297	2,302	5,001	5,692	74.3	77.8	1,729	337	911	480
	12 mos.	2,752	71,644	3,142	80,100	85,464	11,306	13,000	960	15,562	17,629	3,585	3,613	28,039	63,050	67,592	78.7	79.1	17,050	6,665	5,685	5,086
Illinois Central	Dec.	6,497	18,731	2,191	23,743	23,631	3,142	3,055	467	2,808	4,119	548	628	8,982	16,761	18,208	70.6	77.1	6,981	2,735	3,600	2,684
	12 mos.	6,497	218,024	21,265	264,940	289,756	36,605	44,622	5,042	45,937	53,654	10,310	7,440	103,816	207,096	228,417	78.2	78.8	57,845	28,498	23,296	20,833
Illinois Terminal	Dec.	334	796	....	853	1,019	83	8	5	128	104	31	52	366	691	620	81.1	60.8	161	14	77	253
	12 mos.	336	10,065	131	11,822	12,768	1,327	1,411	144	1,798	2,460	368	589	4,311	8,759	9,870	74.1	77.3	3,063	1,051	1,018	989
Kansas City Southern	Dec.	891	3,148	109	3,674	3,651	201	198	51	519	513	107	96	1,283	2,242	2,053	61.0	56.2	1,432	553	677	669
	12 mos.	891	37,544	924	42,564	45,133	3,159	3,734	594	5,635	5,783	1,273	1,137	13,510	25,015	26,110	58.8	57.9	17,549	7,554	7,704	7,995
Kansas, Oklahoma & Gulf	Dec.	327	512	....	516	465	75	69	26	49	44	12	37	103	308	285	59.6	61.2	208	114	52	105
	12 mos.	327	5,236	....	5,253	5,025	778	780	104	357	406	142	382	1,119	2,974	3,010	56.6	59.9	2,280	984	859	812
Lake Superior & Ishpeming	Dec.	160	78	....	88	91	94	96	11	202	82	135	3	98	419	314	473.6	346.6	—330	Cr.10	—306	—108
	12 mos.	160	3,454	....	4,189	5,645	716	813	137	913	900	366	26	1,098	3,012	3,383	71.9	59.9	1,177	861	469	1,148
Lehigh & Hudson River	Dec.	96	251	....	251	296	29	41	3	39	65	8	17	107	208	257	82.8	86.7	43	11	—6	—4
	12 mos.	96	3,228	....	3,233	3,845	403	465	30	444	546	99	212	1,274	2,510	2,705	77.6	70.3	723	274	—8	201
Lehigh & New England	Dec.	177	505	....	511	405	61	55	6	139	201	52	24	228	499	532	97.7	131.5	12	Cr.80	213	1
	12 mos.	177	6,645	....	6,717	7,641	804	956	80	1,618	2,234	617	282	2,645	5,917	6,685	88.1	87.5	800	335	1,895	1,758
Lehigh Valley	Dec.	1,129	4,240	278	4,900	4,943	640	733	114	745	881	214	143	2,838	4,587	5,031	93.6	101.8	313	428	—270	—682
	12 mos.	1,130	51,454	2,716	57,787	67,577	7,255	8,833	1,198	10,257	12,104	2,471	1,742	39,526	52,632	58,827	91.1	87.1	5,155	5,252	—3,361	946
Long Island	Dec.	344	1,009	4,475	5,671	5,900	859	1,054	202	1,198	1,161	168	40	2,779	5,121	5,302	90.3	89.9	550	336	5	25
	12 mos.	350	12,786	52,828	67,979	66,955	9,586	9,475	1,336	13,086	12,781	2,018	399	34,005	59,501	57,758	87.5	86.3	8,478	4,136	1,813	2,118
Louisiana & Arkansas	Dec.	746	1,816	43	1,985	2,216	144	211	17	306	326	98	77	741	1,352	1,387	68.1	62.6	633	291	246	360
	12 mos.	746	22,372	501	24,161	26,495	2,156	2,613	308	3,437	3,756	1,173	935	8,107	15,577	16,501	64.5	62.3	8,584	3,900	3,160	4,014
Louisville & Nashville	Dec.	5,697	18,493	1,071	21,431	20,797	2,765	3,190	445	4,289	3,831	1,092	534	8,373	17,023	16,766	79.4	80.6	4,409	3,185	1,753	2,397
	12 mos.	5,697	201,865	8,841	227,941	245,338	32,459	37,067	3,860	47,108	53,120	12,852	5,953	91,766	188,828	204,063	82.8	83.2	39,113	29,334	18,821	23,829
Maine Central	Dec.	944	1,835	73	2,071	2,157	236	375	31	355	442	84	29	812	1,554	1,852	75.1	85.9	516	198	289	257
	12 mos.	944	22,544	851	24,996	26,977	4,381	5,106	348	4,445	4,891	1,009	328	9,687	20,240	21,815	81.0	80.9	4,755	2,168	1,865	2,145
Minneapolis & St. Louis	Dec.	1,391	1,581	1	1,637	1,672	288	254	44	317	223	101	107	615	1,486	1,465	90.8	87.6	151	Cr.74	297	146
	12 mos.	1,391	21,516	37	22,339	22,691	3,436	3,313	398	3,626	3,417	1,093	1,334	7,581	17,590	17,319	78.7	76.3	4,749	2,434	2,141	2,061
Minn., North. & Southern	Dec.	77	332	....	345	371	18	55	2	45	49	13	36	93	242	286	70.1	77.0	103	57	31	24
	12 mos.	77	4,233	....	4,565	4,772	275	724	29	471	425	153	367	1,030	2,578	2,913	56.5	61.1	1,987	1,043	758	675
Minn., St. P. & S. S. Marie	Dec.	3,222	2,830	49	3,104	3,499	400	628	49	625	796	139	115	1,504	2,876	3,490	92.7	99.7	228	23	196	—25
	12 mos.	3,222	39,705	745	42,971	47,425	7,626	10,133	582	7,623	8,349	1,656	1,273	16,744	35,690	39,379	83.1	83.0	7,281	3,339	3,300	2,769
Missouri-Illinois	Dec.	172	405	....	407	418	34	52	5	76	92	37	19	165	306	289	75.2	69.1	101	95	64	74
	12 mos.	172	4,894	....	4,929	5,963	741	645	38	1,006	988	447	163	1,452	3,509	3,401	71.2	57.0	1,420	1,101	850	1,295
M-K-T Lines	Dec.	2,919	4,500	100	5,198	4,991	295	721	85	1,376	1,225	259	192	1,898	3,968	4,348	76.3	87.1	1,230	294	302	—49
	12 mos.	2,994	53,928	1,263	61,158	66,568	6,104	11,035	1,055	12,242	12,205	3,099	2,299	22,157	45,774	54,413	74.8	81.7	15,384	4,085	4,438	2,290
Missouri Pacific	Dec.	9,513	21,507	1,156	25,610	25,303	3,385	3,793	301	4,241	3,448	1,075	705	9,627	18,876	19,241	73.7	76.0	6,734	1,978	3,645	2,948
	12 mos.	9,540	253,421	10,679	291,808	299,507	42,321	46,002	3,693	49,329	50,881	12,763	8,143	111,861	223,588	229,730	76.6	76.7	68,220	20,859	34,228	35,756
Monon	Dec.	541	1,525	68	1,745	1,788	228	214	22	299	330	54	111	788	1,527	1,548	87.5	86.6	218	69	79	61
	12 mos.	541	17,880	632	20,045	22,206	2,883	3,188	269	3,412	3,761	915	1,197	8,333	16,969	18,457	84.7	83.1	3,076	1,084	1,093	1,225
Monongahela	Dec.	177	382	....	387	445	58	79	15	56	56	10	1	165	290	342	75.1	76.9	96	25	16	—64
	12 mos.	177	4,563	....	4,600	6,185	783	924	149	652	759	132	12	,867	3,473	4,215	75.5	68.2	1,127	290	—202	—84
New York Central	Dec.	10,498	44,726	8,542	63,242	59,645	5,190	5,827	1,061	10,230	11,232	2,448	1,174	31,982	51,957	52,703	82.2	88.4	11,285	4,848	4,114	1,329
	12 mos.	10,515	485,877	78,294	658,985	741,572	69,468	90,643	14,362	115,730	130,582	30,015	12,543	327,801	561,157	627,432	85.2	84.6	97,828	64,429	11,824	29,532
Pitts. & Lake Erie	Dec.	221	2,596	44	2,795	2,583	388	313	156	556	781	313	46	1,492	2,699	2,642	96.6	102.3	96	915	1,187	946
	12 mos.	221	29,313	483	31,242	43,037	4,773	6,195	646	10,594	12,504	3,650	846	13,029	31,757	37,897	101.6	88.1	—515	3,971	7,891	9,880
New York, Chic. & St. L.	Dec.	2,179	11,797	176	12,436	12,516	1,325	1,566	158	2,049	2,315	462	361	4,619	8,798	9,531	70.7	76.2	3,638	1,781	1,780	1,367
	12 mos.	2,179	134,311	1,659	141,233	172,517	15,534	19,987	2,146	22,813	29,496	5,422	4,255	54,786	103,042	123,246	73.0	71.4	38,191	17,559	15,448	19,693
New York, N. H. & Hart	Dec.	1,762	6,649	4,853	13,577	13,423	1,530	1,720	307	1,848	2,200	464	220	6,539	11,100	12,246	81.8	91.2	2,477	908	277	—891
	12 mos.	1,762	78,735	50,595	149,101	164,056	17,891	19,578	3,556	22,811	26,704	5,832	2,636	71,414	125,435	135,384	84.1	82.5	23,666	11,756	—4,306	343
New York Connecting	Dec.	21	324	....	363	255	52	97	25	13	17	....	....	84	153	202	42.2	79.3	210	80	82	51
	12 mos.	21	4,082	....	4,362	3,733	1,259	1,237	304	183	198	....	....	1,036	2,524	2,507	57.9	67.2	1,838	1,065	512	181
New York, Sus. & West	Dec.	106	343	18	373	395	42	43	6	62	60	11	7	182	379	332	101.4	84.0	—5	33	—80	—17
	12 mos.	111	3,774	307	4,234	5,084	475	494	72	654	695	135	78	2,173	3,789	4,139	89.5	81.4	444	368	—416	—6

(Continued on page 36)

a RAILWAY AGE Service Page

KAR-GO Bearings

AAR APPROVED!



for limited application in interchange service

Having complied with standardization details, AAR approval has been obtained for wider application to freight cars in general interchange service.

Keeps lubricant sealed in — dirt sealed out.

Averages one inspection every 20,000 car miles.

Repays its cost in two years by cutting maintenance and operating expense.

Goes 75,000 bearing miles on 1 pint of oil.

Offers railroads a low-cost solution to the hot-box problem.

end hot boxes at rock-bottom price

YOUR RAILROAD is running longer trains on faster schedules—heavier duty on the equipment. Why take a chance that a hot box will disrupt schedules, disappoint customers and increase costs?

Lowest-cost Allison KAR-GO Cartridge Bearings whip the hot-box problem at a kind-to-budgets price.

Millions of in-service railway miles and three years of rugged field testing prove the worth of KAR-GO Cartridge Bearings. This full-round sleeve bearing provides rugged low-cost features together with the advantages of sealed-in, low maintenance units in a way that no "gadgetized" journal brass can approach.

An Allison KAR-GO Bearing will actually pay for itself in two years by reducing routine maintenance and service failure cost. Subsequently additional KAR-GO Bearings can be added to your new car fleet from savings in hot-box elimination alone.

To be sure to keep your equipment operating on schedule with a bearing that ends hot boxes and cuts terminal inspection and oiling time—a bearing you can really rely on – install Allison KAR-GO Cartridge Bearings on your next conversion or new freight car build.

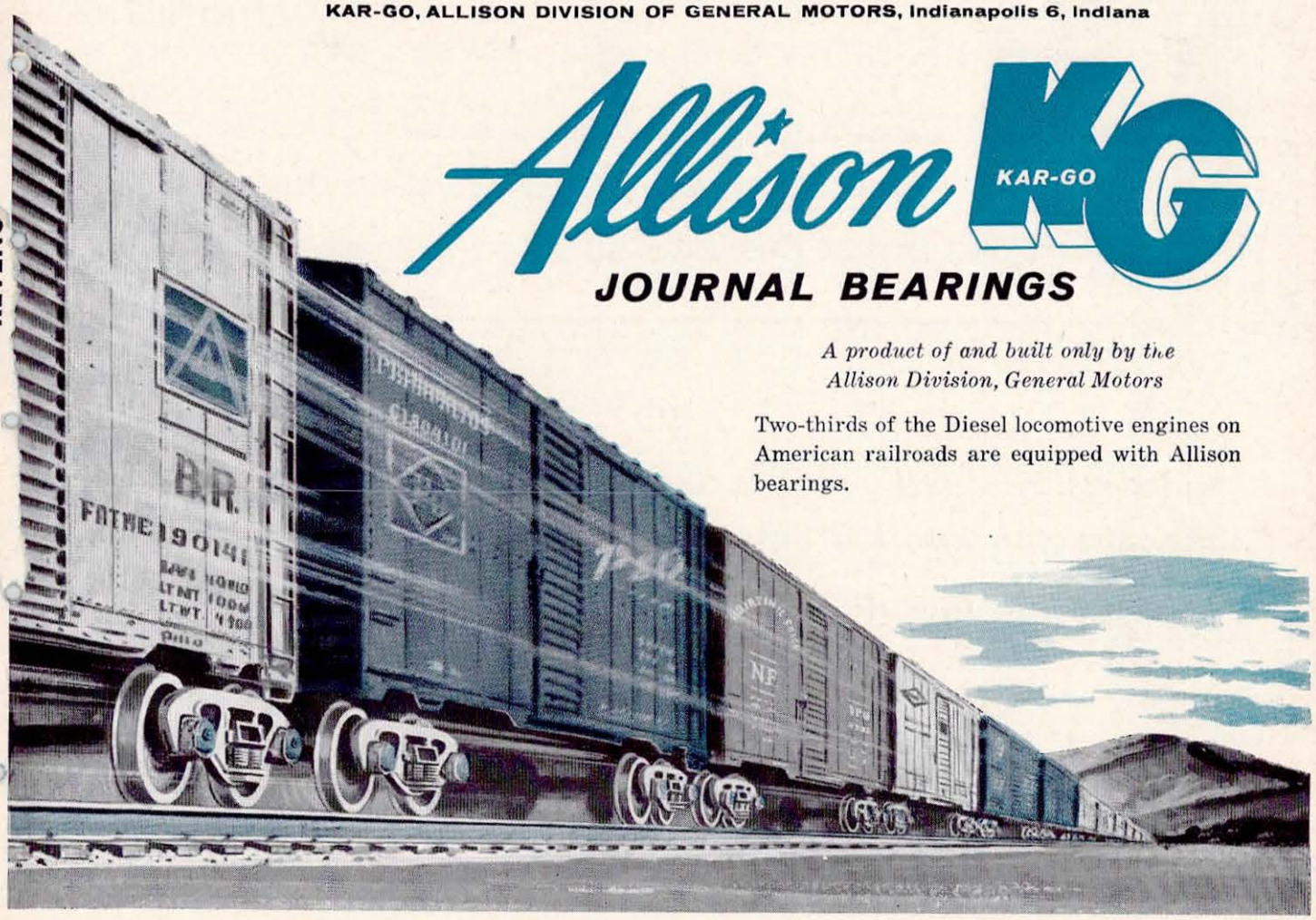
KAR-GO, ALLISON DIVISION OF GENERAL MOTORS, Indianapolis 6, Indiana

Allison KAR-GO

JOURNAL BEARINGS

A product of and built only by the Allison Division, General Motors

Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison bearings.



REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

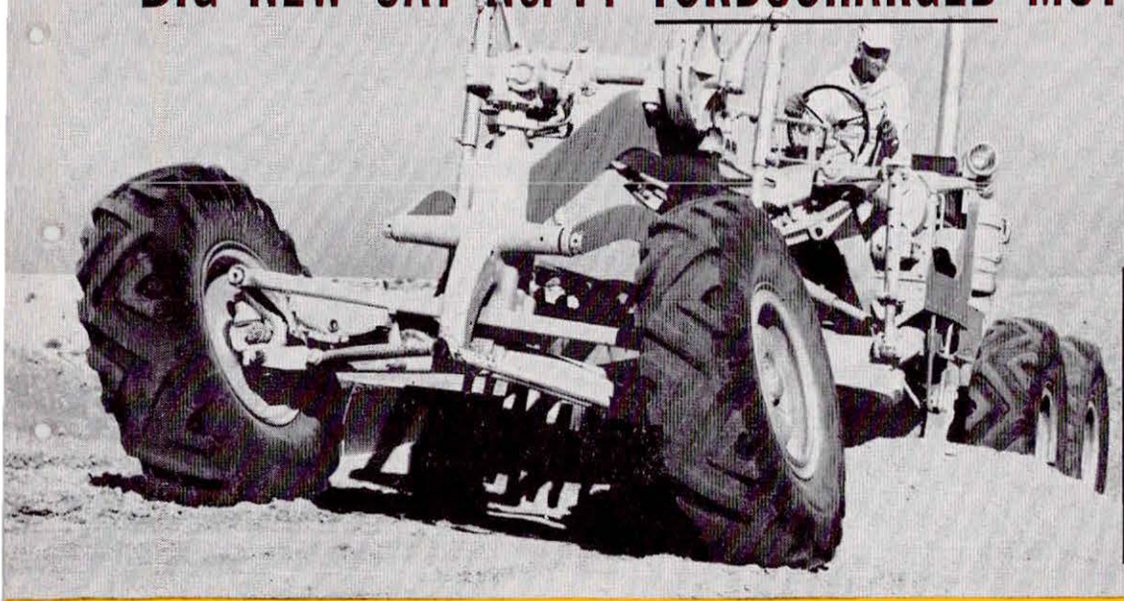
MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues				Operating Expenses										Operating ratio		Net from railway operation	Railway tax accruals	Net Railway operating income	
							Maint. Way and Structures					Maint. Equipment										
			Freight	Pass.	Total (in. misc.) 1958	1957	Total 1958	Total 1957	Deprec. and Retire-ments	Total 1958	Total 1957	Deprec. and Retire-ments	Traffic	Trans-portation	Total 1958	Total 1957	1958	1957			1958	1957
Norfolk & Western	Dec.	2,138	15,563	329	16,840	17,618	1,420	2,474	372	1,936	3,738	1,038	374	4,935	9,308	14,060	55.3	79.8	7,532	2,756	5,819	3,231
	12 mos.	2,133	190,278	2,915	203,946	251,133	24,326	33,297	3,966	36,136	49,280	12,351	4,266	60,393	133,491	171,334	65.5	68.2	70,455	34,593	43,810	44,676
Norfolk Southern	Dec.	592	791	....	805	748	280	250	82	80	115	32	53	255	738	721	91.6	96.3	68	Cr.19	50	14
	12 mos.	603	9,145	....	9,324	10,525	2,375	2,548	257	1,438	1,575	395	590	3,055	8,142	8,702	87.3	82.7	1,182	589	216	663
Northern Pacific	Dec.	6,828	12,663	624	14,590	14,142	1,939	2,524	280	2,747	3,276	755	462	6,482	12,612	13,633	86.4	96.4	1,977	Cr.136	2,271	982
	12 mos.	6,828	160,207	6,120	179,108	184,403	23,998	28,465	3,835	33,099	34,854	8,694	4,835	70,074	143,066	152,670	79.9	82.8	36,042	21,139	18,225	17,402
Northwestern Pacific	Dec.	328	1,005	....	1,017	759	230	233	19	107	49	3	8	299	673	620	66.2	81.7	344	52	138	—37
	12 mos.	329	11,986	36	12,152	12,106	2,919	2,914	234	988	1,070	31	95	3,875	8,196	8,408	67.4	69.5	3,956	1,228	713	532
Pacific Electric	Dec.	357	1,007	....	1,168	996	187	211	32	57	65	3	17	524	891	933	76.3	93.7	277	139	32	—156
	12 mos.	360	11,140	....	12,841	14,526	2,032	2,276	300	642	775	42	234	6,090	10,316	11,763	80.3	81.0	2,525	1,352	—235	—188
Pennsylvania	Dec.	9,923	49,673	10,764	70,895	71,073	6,743	8,002	2,180	12,636	15,214	2,999	995	34,082	58,728	65,927	82.8	92.8	12,167	5,245	771	—1,683
	12 mos.	9,941	634,742	108,140	844,232	987,337	89,107	114,533	17,754	162,931	205,171	35,782	14,237	399,879	715,186	838,955	84.7	85.0	129,046	62,842	11,738	43,154
Penn.-Reading S. S. Lines	Dec.	357	537	57	612	693	35	262	58	166	77	26	9	496	775	875	126.8	126.4	—164	67	—378	—100
	12 mos.	358	6,632	1,263	8,147	9,413	2,238	2,687	349	1,519	1,369	320	115	5,840	10,324	10,818	126.7	114.9	—2,176	811	—4,872	—4,058
Piedmont & Northern	Dec.	126	467	....	476	425	55	52	10	34	30	9	30	81	235	244	49.3	57.4	242	117	75	5
	12 mos.	126	5,086	....	5,203	5,333	595	560	94	351	377	109	342	989	2,671	2,690	51.3	50.4	2,532	1,212	787	791
Pittsburgh & West Virginia	Dec.	132	503	....	511	755	144	68	23	219	121	46	80	250	758	55	148.3	73.5	—247	Cr.75	—135	997
	12 mos.	132	7,779	....	7,859	9,918	1,640	1,436	303	1,868	1,616	557	928	2,670	7,806	7,240	99.3	73.0	54	Cr.159	294	1,518
Reading	Dec.	1,303	7,764	593	9,048	10,532	941	1,340	188	1,692	2,082	329	177	4,266	7,713	8,630	85.3	81.9	1,334	365	777	1,502
	12 mos.	1,303	92,718	6,468	106,363	136,318	13,664	18,857	2,331	19,220	26,147	5,648	2,274	48,325	89,276	109,017	83.9	80.0	17,087	4,357	9,256	16,402
Richmond, Fred. & Potomac	Dec.	118	1,169	529	2,184	2,065	156	202	27	285	338	67	27	785	1,410	1,513	64.6	73.4	774	426	246	176
	12 mos.	118	14,701	5,122	24,139	26,762	1,931	2,697	332	3,357	3,956	809	359	8,672	16,121	17,921	66.7	67.0	8,018	4,310	2,651	2,981
Rutland	Dec.	391	385	....	410	405	78	53	9	56	71	18	39	146	349	360	85.1	88.8	61	22	36	21
	12 mos.	391	4,334	....	4,636	5,114	885	983	99	681	744	211	372	1,872	4,145	4,393	89.4	85.9	491	328	110	267
St. Louis-San Francisco	Dec.	4,577	8,853	296	9,993	9,264	1,500	1,561	173	1,664	1,767	608	348	3,981	8,140	8,536	81.5	92.1	1,853	1,104	568	685
	12 mos.	4,586	102,468	3,159	114,113	120,011	16,385	16,790	1,986	19,427	20,231	7,316	4,113	45,918	92,942	97,935	81.4	81.6	21,171	7,953	11,733	11,265
St. Louis S. F. & Texas	Dec.	143	366	3	400	351	35	141	3	26	25	1	23	159	255	360	63.7	102.6	145	Cr.198	273	4
	12 mos.	143	4,169	29	4,510	4,465	498	559	23	292	346	14	283	1,791	3,097	3,316	66.7	74.3	1,503	197	588	178
St. Louis Southwest. Lines	Dec.	1,556	5,618	7	5,736	5,123	713	724	125	544	761	183	193	1,946	3,583	3,625	62.5	70.8	2,152	1,321	568	859
	12 mos.	1,557	59,472	91	60,769	65,727	8,218	8,525	957	7,901	8,802	2,208	2 283	20,075	40,601	42,397	66.8	64.5	20,168	8,716	8,961	9,732
Savannah & Atlanta	Dec.	144	309	....	322	304	54	38	2	62	60	19	16	108	252	229	78.1	75.5	71	Cr.18	81	45
	12 mos.	144	3,715	2	3,863	4,027	699	802	20	697	677	232	191	1,226	2,961	3,029	76.7	75.2	902	276	581	627
Seaboard Air Line	Dec.	4,146	11,113	1,336	13,948	14,406	1,796	1,520	417	2,447	2,554	707	432	5,196	10,716	10,363	76.8	71.9	3,233	1,004	2,014	2,043
	12 mos.	4,132	129,819	12,763	154,418	165,029	21,671	22,398	2,800	30,544	30,784	8,369	5 316	57,094	122,895	124,093	79.6	75.2	31,523	11,407	18,406	21,541
Southern Railway	Dec.	6,269	20,327	1,387	23,796	22,199	2,841	2,537	805	4,212	2,969	946	529	7,670	16,223	14,529	68.2	65.4	7,573	2,786	4,176	4,179
	12 mos.	6,273	225,046	11,604	256,334	266,846	37,119	36,691	4,354	44,339	46,668	11,309	5,835	84,446	186,087	190,582	72.6	71.4	70,247	27,030	37,476	40,531
Alabama Great Southern	Dec.	328	1,222	58	1,449	1,531	187	310	51	297	293	80	46	520	1,141	1,275	78.7	83.3	308	60	278	236
	12 mos.	328	13,642	542	15,795	18,207	2,935	3,268	443	3,618	3,862	969	500	5,681	13,999	15,078	88.6	82.8	1,797	691	992	1,767
Cinn., N. O. & Tex. Pac.	Dec.	337	2,998	128	3,398	3,728	401	177	109	859	504	219	92	927	2,441	1,851	71.8	49.6	957	Cr.268	1,337	1,221
	12 mos.	337	32,891	1,139	36,460	41,885	7,071	6,495	910	8,343	7,943	2,572	1,007	10,408	29,136	28,668	79.9	68.4	7,324	2,490	6,308	8,414
Georgia Southern & Fla.	Dec.	397	871	55	1,029	1,543	36	—94	24	89	70	11	24	303	500	148	48.6	9.6	529	33	203	1,132
	12 mos.	397	8,464	492	9,810	10,261	1,560	1,825	203	969	964	127	263	3,290	6,781	6,916	69.1	67.4	3,029	453	233	886
New Orleans & Northeastern	Dec.	203	663	42	789	1,047	176	6	125	197	88	77	27	268	731	394	92.6	37.6	59	Cr.69	105	257
	12 mos.	203	10,066	395	11,332	12,671	2,290	2,159	357	2,371	1,794	840	299	2,976	8,796	8,009	77.6	63.2	2,536	1,217	1,403	1,777
Southern Pacific	Dec.	8,074	38,488	2,467	44,017	42,287	6,484	5,915	702	11,462	9,328	2,380	823	17,810	38,937	35,537	88.5	84.0	5,080	3,220	1,336	3,470
	12 mos.	8,087	454,858	28,256	513,346	523,537	64,611	66,093	7,372	115,917	115,960	28,665	9,680	201,610	417,614	428,240	81.4	81.8	95,733	44,653	43,521	45,030
Texas & New Orleans	Dec.	4,216	10,576	371	11,729	12,191	2,062	2,136	235	1,910	1,582	194	279	4,278	9,130	8,839	77.8	72.5	2,600	1,072	546	923
	12 mos.	4,261	123,949	3,631	135,468	139,956	22,435	23,668	2,662	19,524	18,196	2,231	3,074	49,730	101,872	103,891	75.2	74.2	33,596	13,222	7,404	8,805
Spokane International	Dec.	150	208	....	216	281	24	37	3	7	2	10	5	61	107	123	49.4	43.9	109	54	36	38
	12 mos.	150	3,558	....	3,670	3,730	575	617	44	353	336	120	72	942	2,114	2,129	57.6	57.1	1,556	582	672	708
Spokane, Portland & Seattle	Dec.	936	2,421	105	2,702	2,539	446	629	119	485	447	128	40	1,152	2,243	2,513	83.0	99.0	459	241	111	—208
	12 mos.	940	29,391	976	32,392	31,883	5,230	5,080	943	5,545	5,356	1,539	410	12,199	24,820	24,450	76.6	76.7	7,573	3,005	3,677	3,529
Tennessee Central	Dec.	284	358	....	372	370	51	53	5	53	63	22	20	125	272	287	73.1	77.4	100	17	41	7
	12 mos.	286	3,901	6	4,090	4,701	512	837	69	601	775	265	221	1,384	3,043	3,660	74.4	77.9	1,047	272	301	197
Texas & Pacific	Dec.	1,831	5,708	454	7,004	7,606	771	819	171	1,145	1,074	270	211	2,765	5,287	5,072	75.5	66.7	1,717	576	763	680
	12 mos.	1,831	62,343	3,717	73,249	79,500	9,746	10,934	1,285	12,779	12,983	3,217	2,370	29,425	58,566	60,317	80.0	75.9	14,683	5,402	4,765	6,280
Texas Mexican	Dec.	161	224	....	243	317	42	51	6	32	33	11	13	83	194	225	79.5	71.0	50	4	5	17
	12 mos.	161	3,353	....	3,654	3,831	698	659	70	411	387	129	146	1,013	2,539	2,465	69.5	64.3	1,116	465	246	334
Toledo, Peoria & Western	Dec.	239	548	....	564	526	53	33	10	48	79	12	56	178	389	375	68.9	71.2	175	64	50	30
	12 mos.	239	7,172	1	7,378	7,624	903	908	92	629	700	144	605	1,895	4,534	4,681	61.4	61.4	2,844	1,153	935	867
Union Pacific	Dec.	9,745	37,727	2,643	44,619	42,197	3,693	5,327	553	8,448	8,782	1,903	1,208	16,098	32,936	33,469	73.8	79.3	11,683	6,996	2,821	1,129
	12 mos.	9,750	440,672	27,931	505,215	517,060	61,778	66,932	7,544	93,244	95,464	22,580	14,153	174,264	371,258	382,355	73.5	73.9	133,957	69,804	43,461	38,818
Virginian	Dec.	608	3,924	....	4,067	4,429	330	930	91	784	918	291	63	871	2,177	3,240	53.5	73.2	1,891	968	1,221	808
	12 mos.	608	47,682	....	49,755	64,625	5,270	7,345	785	8,034	8,696	3,397	710	9,935	25,449	30,108	51.2	46.6	24,306	12,403	14,016	19,076
Wabash	Dec.	2,392	8,049	494	9,703	9,458	940	1,190	131	1,481	1,401	452	346	4,803	8,081	7,987	83.3	83.6	1,622	465	389	767
	12 mos.	2,392	97,343	4,723	112,439	124,287	12,866	14,595	1,234	17,345	17,930	5,387	4,176	52,478	92,262	97,144	82.1	78.2	20,178	5,957	5,762	10,981
Ann Arbor	Dec.	294	711	....	718	688	65	67	8	109	124	44	33	332	562	623	78.2	90.6	156	8	133	45
	12 mos.	294	8,563	3	8,749	9,464	949	1,106	80	1,768	1,968	513	387	4,222	7,610	8,135	87.0	86.0	1,139	512	457	470
Western Maryland	Dec.	844	3,651	....	3,798	3,982	440	631	67	853	833	279	117	1,279	2,922	3,184	76.9	80.0	877	Cr.127	1,221	815
	12 mos.	844	43,339	....	45,407	54,835	6,067	7,320	691	9,240	9,782	3,342	1,413	14,952	34,317	38,499	75.6	70.2	11,090	4,636	9,574	12,198
Western Pacific	Dec.	1,190	4,309	70	4,484	3,905	584	559	122	629	616	217	229	1,608	3,389	3,242	75.6	83.0	1,095	442	575	576
	12 mos.	1,190	48,584	2,190	52,090	54,533	6,773	8,689	1,014	7,915	7,729	2,593	2,604	18,244	39,101	40,878	75.1	75.0	12,989	4,614	7,366	7,130
Wisconsin Central	Dec.	1,031	2,282	36	2,521	2,430	180	366	49	477	520	104	105	1,148	2,073	2,385	82.3	98.2	447	171	109	—289
	12 mos.	1,031	29,585	412	32,049	34,304	3,825	5,430	525	5,244	5,611	1,255	1,126	13,808	25,799	28,044	80.5	81.8	6,250	2,170	2,226	1,850

CATERPILLAR'S PROJECT PAYDIRT

PROJECT PAYDIRT *pays off for you again*

BIG NEW CAT No. 14 TURBOCHARGED MOTOR GRADER



PROJECT PAYDIRT: Caterpillar's multi-million-dollar research program—to meet the continuing challenge of the greatest construction era in history with the highest production earthmoving machines ever developed.

ENGINE HP (rated at sea level)—150. **BLADE,** standard—12 ft.; optional—14 ft. **TIRES,** all around—14.00-24.
WEIGHT—29,280 lb. **TRAVEL SPEEDS,** 6 forward and 2 reverse—2.6 to 21.6 MPH. **TURNING RADIUS**—36 ft.

IN THE new No. 14 Series B, Caterpillar brings you the most versatile grader in the "big machine" field. Another major achievement in "Project Paydirt," the grader answers your need for a giant unit that comes through dependably with higher, faster, lower-cost production for you on today's big jobs.

The first and only Turbocharged motor grader, the 150 HP No. 14 operates at highest practical working speeds with either a 12-ft. or 14-ft. moldboard. It incorporates the latest engineering advances developed by Caterpillar research with exclusive time-tested Caterpillar features. Some are shown here, but there are many more. They all pay off in this one fact: You can use the No. 14 profitably on—

—power applications like heavy spreading, ditching, grading and bank sloping.

—control applications like light spreading, fine grading, blading and maintenance.

As a result, this big all-purpose grader will earn its keep on every job with high capacity and low operating cost. But see for yourself. Get the complete facts about the No. 14 from your Caterpillar Dealer. Say when and where—he'll demonstrate!

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

ADVANCE FEATURES OF THE NO. 14

PRECO AUTOMATIC BLADE CONTROL: Another Caterpillar exclusive, optional on the No. 14. Operator selects desired slope on dial. Now transistorized for freedom from maintenance and adjustment, the unit automatically maintains blade slope within ⅛ in. in 10 ft.

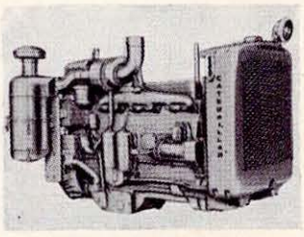
EXCLUSIVE OIL CLUTCH: Provides up to 2,000 hours' service without adjustment, equal to about 12 months' "adjustment-free" operation.

POWER STEERING AND POWER BRAKES: Provide fast, positive response and ease of operation that help operator maintain high production anywhere.

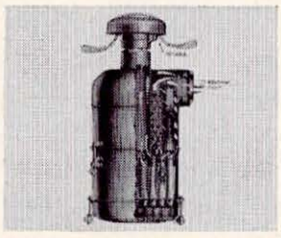
TUBELESS TIRES—14.00-24 (10-PLY RATING): All tires are mounted on wide 10-in. rims to stiffen tire side-walls and reduce tire "roll." Large tires on front end improve machine stability.

EXTRA STRENGTH FRAME: Heavy frame, drawbar and circle are ruggedly built to match engine power.

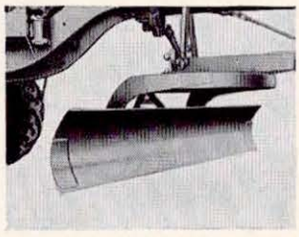
UNEQUALED VISIBILITY: An operator, while seated, has an unobstructed view of all the critical areas at the front wheels, blade toe and circle.



TURBOCHARGED CAT ENGINE: First and only Turbocharged engine in a grader. Engine provides high 18% torque rise.



NEW DRY-TYPE AIR CLEANER: Removes 99.8% of all dirt from intake air during every service hour. Can be serviced in 5 minutes.



HIGH THROAT CLEARANCE: New design permits increased clearance between moldboard and circle for greater loads.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

DIESEL ENGINES • TRACTORS
MOTOR GRADERS
EARTHMOVING EQUIPMENT

BORN OF RESEARCH... PROVED IN THE FIELD

Vol. 2, No. 1

Railway Executive News

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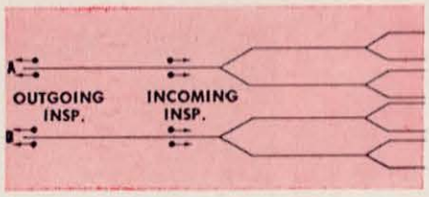
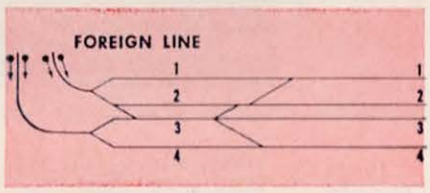
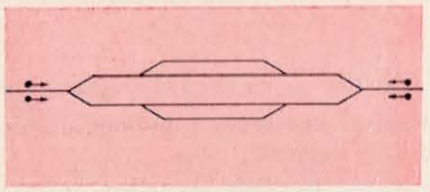
SERVOSAFE® Hot Box Detective* System Application Protects Entire Road



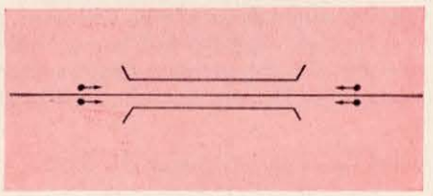
YARDS AND TERMINALS



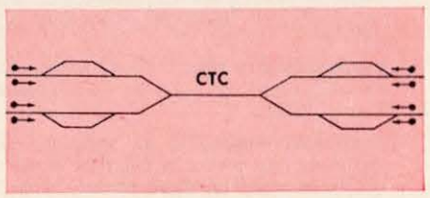
INTERCHANGES WITH INTERLOCKING



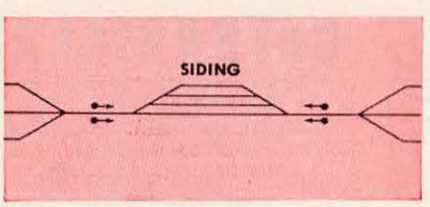
MAIN LINE INSPECTION



MAIN LINE BRIDGES AND TUNNELS



MAIN LINE CTC ENTRANCES



MAIN LINE RIGHT OF WAY

—● *SERVOSAFE Hot Box Detective*

A recent, comprehensive study of the hot box problem revealed that there is no set pattern of incidence. Over a period of time, hot boxes appear on almost every section of track.

Experience has proved that the cheapest and most efficient way of combating these random occurrences lies in the establishment of a SERVOSAFE Hot Box Detective SYSTEM. In such a manner, maximum protection is afforded the road as well as the rolling stock.

On the right of way, SERVOSAFE Detective units placed at intermediate points, bridges and tunnels, CTC entrances, main line sidings, and interchanges offer complete hot box protection of the road and expensive wayside structures. In addition, such installations give assurance that there will be fewer tie-ups to interfere with adherence to schedules.

Another phase of the system application of the SERVOSAFE Hot Box Detective is for yards and terminals. Placement of units at the entrances to such installations provides certain detection of journals requiring service on all incoming cars. Once spotted by the Detective, the affected cars can be marked for servicing. This concept of *selective servicing* is currently being used by a number of maintenance-wise railroads. They report considerable savings of both time and money as a result.

Two additional inspection points located twenty and fifty miles outside of the terminal or yard serve to check journals on all outbound equipment. The distances from the yard are necessary to permit the journals to heat up to normal operating temperatures. Spotting malfunctioning journals at these points permits set-outs to be made before any serious trouble can develop. Often, immediate servicing of cars eliminates the need for expensive and time-consuming shopping and permits the car to proceed on its way almost immediately.

Such utilization of the SERVOSAFE system offers the user protection of his entire road and specifically safeguards each car against the chance of an accident-causing and traffic-disrupting hot box.

THREE DETECTIVES SPOT 1,000 DEFECTIVE BOXES IN NINE-MONTH PERIOD

Three SERVOSAFE Hot Box Detective inspection points, established along the main line and at yard entrances, proved their worth to one railroad.

According to a report just released, for the first nine months of 1958 these three installations detected a total of 1,093 malfunctioning journals. Of these, 1,037 required immediate maintenance.

Though only seven of all journals indicated were flaming, inspection revealed defects ranging from worn linings to wrung-off journals. Some of the conditions uncovered by the SERVOSAFE Detectives were: spread linings; flat, bent, and cocked wedges; wheels out-of-round; waste grabs; glazed lubricator pads; incorrect brass sizes; low oil; scored and cut journals; and dirty boxes.

As a result of this limited *systems* application of the SERVOSAFE Hot Box Detective, this railroad can point to 1958 as the year when major mechanical department problems caused by hot boxes were allayed. Installation of an integrated SERVOSAFE system helped them bring their operating efficiency up and maintenance costs down.

*U.S. and Foreign Patents Applied for

MARKET OUTLOOK *at a glance*

Carloadings Rise 3.5% Over Previous Week's

Loadings of revenue freight in the week ended Mar. 7 totaled 595,930 cars, the Association of American Railroads announced on Mar. 12. This was an increase of 20,347 cars, or 3.5%, compared with the previous week; an increase of 51,556 cars, or 9.5%, compared with the corresponding week last year; and a decrease of 76,433 cars, or 11.4%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended Feb. 28 totaled 575,583 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday Feb. 28

District	1959	1958	1957
Eastern	91,163	88,176	118,878
Allegheny	104,534	101,731	145,815
Pocahontas	50,085	49,029	64,744
Southern	113,095	108,717	125,579
Northwestern	59,660	56,156	79,383
Central Western	111,734	100,118	114,776
Southwestern	45,312	47,265	54,808
Total Western Districts	216,706	203,539	248,967
Total All Roads	575,583	551,192	703,983
Commodities:			
Grain and grain products	52,944	47,266	55,514
Livestock	3,557	4,493	5,629
Coal	109,552	118,215	136,746
Coke	10,601	6,754	13,558
Forest Products	38,788	32,943	42,339
Ore	16,299	14,223	26,522
Merchandise l.c.l.	38,761	46,957	58,816
Miscellaneous	305,081	280,341	364,859
Feb. 28	575,583	551,192	703,983
Feb. 21	583,181	494,919	626,630
Feb. 14	567,134	533,186	675,966
Feb. 7	565,397	532,396	665,251
Jan. 31	582,636	550,532	647,972
Cumulative total, 9 weeks	5,033,521	4,828,290	5,884,783

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Feb. 28 totaled 6,900 cars, compared with 4,775 for the corresponding 1958 week. Loadings for 1959 up to Feb. 28 totaled 58,512 cars, compared with 39,356 for the corresponding period of 1958.

IN CANADA.—Carloadings for the seven-day period ended Feb. 28 totaled 66,137 cars, compared with 65,784 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
Feb. 28, 1959	66,137	29,554
Feb. 28, 1958	66,453	33,185
Cumulative Totals:		
Feb. 28, 1959	544,147	227,452
Feb. 28, 1958	551,362	244,754

New Equipment

► *Last Week's Orders.*—Orders for new equipment costing approximately $35,000,000 were reported to Railway Age in the past seven days. The breakdown:

FREIGHT-TRAIN CARS

► *Canadian Pacific.*—Has ordered 1,464 new freight cars. Order includes 150 covered hopper cars from Marine Industries, Ltd.; 500 50-ft 6-in. automobile cars with Evans loaders from Canadian Car Co.; 300 40-ft 6-in. box cars from Eastern Car Co.; and 300 flat cars for piggyback service, 200 40-ft 6-in. box cars and 14 steel air dump cars, all from National Steel Car Corp.

► *Illinois Central.*—Ordered 50 70-ton covered hopper cars from Pullman-Standard. Delivery is scheduled for March.

► *Inland Steel Company.*—Ordered 30 special design 70-ton hopper cars from Thrall.

► *Kansas City Southern.*—Ordered 50 70-ton 3,219-cu ft capacity covered hoppers equipped with roller bearings and 100 50-ft, 50-ton box cars with roller bearings and DF loaders from Pullman-Standard. Delivery will begin late this month.

► *Missouri Pacific.*—Directors authorized construction of 600 new freight cars at DeSoto, Mo., company shops at a cost of approximately $5,573,000. Program includes construction of 500 50-ton box cars, 50 70-ton covered hoppers, and 50 70-ton covered gondola cars. All cars will be equipped with roller bearings.

► *Norfolk & Western.*—Ordered 26 70-ton covered hoppers from ACF Industries for delivery in April.

► *North American Car Corp.*—Will purchase 100 85-ft piggyback flat cars from Pullman-Standard for lease to a major western railroad. Delivery will be completed by mid-May.

► *Wabash.*—Ordered 50 70-ton, 3,500-cu ft covered hopper cars from American Car & Foundry Division of ACF Industries, Inc. Delivery is scheduled for May.

LOCOMOTIVES

► *Canadian Pacific.*—Ordered 12 660-hp diesel road switchers, 6 1,000-hp light-weight diesel road switchers and 13 1,000-hp diesel road switchers from Montreal Locomotive Works; 16 1,200-hp diesel road switchers and 15 1,750-hp diesel road switchers from General Motors Diesel, Ltd.; and 2 500-hp hydraulic switchers from Canadian Locomotive Co.

► *Kansas City Southern.*—Ordered 3 1,750-hp GP-9 diesel-electric road switchers from EMD. Cost: $516,000. Delivery is scheduled for May and June.

PASSENGER-TRAIN CARS

► *Kansas City Southern.*—Ordered 10 70-ft steel baggage cars from Pullman-Standard for mid-June delivery.

GELIG

APRIL 6, 1872

NEW INVENTION MAKES EVERY MAN A TELEGRAPHER

NEW YORK, April 6 — A simple telegraph instrument which automatically prints the dispatch being sent or received has been designed by Messrs. Foote and Randall of New York.

The advantages of a telegraph transmitting apparatus which can be operated by any person of average intelligence, after a few minutes instruction, is sufficiently obvious without further comment. Every man can thus be his own telegraph operator, and railroad conductors, locomotive-runners, clerks or office boys can quickly become expert in the use of the instrument.

In the transmitting apparatus as in the receiving apparatus, a train of wheels is employed

Even back in the days when the printing telegraph was news, Graybar was active in railroad communications. From 1869 to date, Graybar has always kept its stocks and services in tune with the newest developments in railroad communications. Wires and cables... to carrier telephone and telegraph equipment... sound systems of all types, each item in the long list of modern railroad requirements can be supplied through 120 conveniently located Graybar offices and warehouses.

To save paper work, to save time, and to get the experienced assistance of railroad electrical equipment specialists, make your next order read "Via Graybar". Graybar Electric Company, Executive Offices: Graybar Building, 420 Lexington Avenue, New York 17, N.Y.

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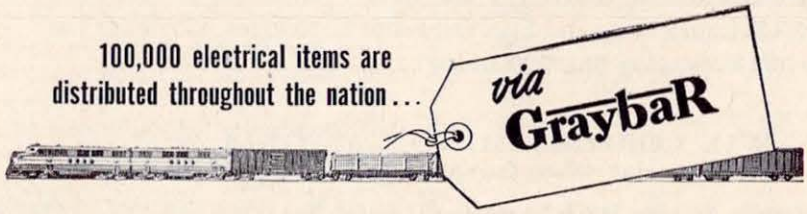
100,000 electrical items are distributed throughout the nation...



OFFICES AND WAREHOUSES IN OVER 120 PRINCIPAL CITIES

People in the News

READING.—**Joseph A. Burke,** superintendent, Reading division, Reading, Pa., named assistant to vice president—passenger research, Philadelphia. **Sidney R. Spencer,** general passenger agent, Philadelphia, appointed assistant passenger traffic manager—research there. **John C. McGinn,** assistant to auditor of disbursements, will assist Messrs. Burke and McGinn. **John F. Gruber,** transportation assistant, Pottsville, Pa., succeeds Mr. Burke as superintendent of the Reading division. **Clarence R. Tippett,** assistant general passenger agent, Philadelphia succeeds Mr. Spencer. **Frank S. Campbell,** chief clerk, passenger traffic department, replaces Mr. Tippett.

RUTLAND.—**Richard M. Toohey** appointed district sales representative, Eastern region, at New York, representing the road in Pennsylvania, New Jersey, Delaware and Maryland. Mr. Toohey was formerly mid-west traffic manager of the Browning Steamship Lines in Detroit.

SANTA FE.—**Robert P. St. John,** general agent, Peoria, Ill., transferred to Pittsburgh, to succeed **W. R. Van Winkle,** who retired Jan. 31. **John J. Weiss,** assistant general freight agent, Chicago, succeeds Mr. St. John. **Virgil E. Schneider,** general agent, New York, transferred to Cleveland, succeeding **A. J. Fischer,** retired. Mr. Schneider's successor is **Edward R. Nelson,** perishable freight agent, New York, who in turn is replaced by **Malcom J. Orr,** traveling freight agent, New York.

A. L. McCune, general signal supervisor, Western Lines, Amarillo, Tex., appointed assistant signal engineer, Southern district, Amarillo, to succeed **L. K. Hanson,** who retired Jan. 31. **C. R. Bickel** named to replace Mr. McCune.

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MARKET OUTLOOK *at a glance*

Carloadings Rise 3.5% Over Previous Week's

Loadings of revenue freight in the week ended Mar. 7 totaled 595,930 cars, the Association of American Railroads announced on Mar. 12. This was an increase of 20,347 cars, or 3.5%, compared with the previous week; an increase of 51,556 cars, or 9.5%, compared with the corresponding week last year; and a decrease of 76,433 cars, or 11.4%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended Feb. 28 totaled 575,583 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Feb. 28

District	1959	1958	1957
Eastern	91,163	88,176	118,878
Allegheny	104,534	101,731	145,815
Pocahontas	50,085	49,029	64,744
Southern	113,095	108,717	125,579
Northwestern	59,660	56,156	79,383
Central Western	111,734	100,118	114,776
Southwestern	45,312	47,265	54,808
Total Western Districts	216,706	203,539	248,967
Total All Roads	575,583	551,192	703,983
Commodities:			
Grain and grain products	52,944	47,266	55,514
Livestock	3,557	4,493	5,629
Coal	109,552	118,215	136,746
Coke	10,601	6,754	13,558
Forest Products	38,788	32,943	42,339
Ore	16,299	14,223	26,522
Merchandise l.c.l.	38,761	46,957	58,816
Miscellaneous	305,081	280,341	364,859
Feb. 28	575,583	551,192	703,983
Feb. 21	583,181	494,919	626,630
Feb. 14	567,134	533,186	675,966
Feb. 7	565,397	532,396	665,251
Jan. 31	582,636	550,532	647,972
Cumulative total, 9 weeks	5,033,521	4,828,290	5,884,783

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Feb. 28 totaled 6,900 cars, compared with 4,775 for the corresponding 1958 week. Loadings for 1959 up to Feb. 28 totaled 58,512 cars, compared with 39,356 for the corresponding period of 1958.

IN CANADA.—Carloadings for the seven-day period ended Feb. 28 totaled 66,137 cars, compared with 65,784 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
Feb. 28, 1959	66,137	29,554
Feb. 28, 1958	66,453	33,185
Cumulative Totals:		
Feb. 28, 1959	544,147	227,452
Feb. 28, 1958	551,362	244,754

New Equipment

► *Last Week's Orders.*—Orders for new equipment costing approximately $35,000,000 were reported to Railway Age in the past seven days. The breakdown:

FREIGHT-TRAIN CARS

► *Canadian Pacific.*—Has ordered 1,464 new freight cars. Order includes 150 covered hopper cars from Marine Industries, Ltd.; 500 50-ft 6-in. automobile cars with Evans loaders from Canadian Car Co.; 300 40-ft 6-in. box cars from Eastern Car Co.; and 300 flat cars for piggyback service, 200 40-ft 6-in. box cars and 14 steel air dump cars, all from National Steel Car Corp.

► *Illinois Central.*—Ordered 50 70-ton covered hopper cars from Pullman-Standard. Delivery is scheduled for March.

► *Inland Steel Company.*—Ordered 30 special design 70-ton hopper cars from Thrall.

► *Kansas City Southern.*—Ordered 50 70-ton 3,219-cu ft capacity covered hoppers equipped with roller bearings and 100 50-ft, 50-ton box cars with roller bearings and DF loaders from Pullman-Standard. Delivery will begin late this month.

► *Missouri Pacific.*—Directors authorized construction of 600 new freight cars at DeSoto, Mo., company shops at a cost of approximately $5,573,000. Program includes construction of 500 50-ton box cars, 50 70-ton covered hoppers, and 50 70-ton covered gondola cars. All cars will be equipped with roller bearings.

► *Norfolk & Western.*—Ordered 26 70-ton covered hoppers from ACF Industries for delivery in April.

► *North American Car Corp.*—Will purchase 100 85-ft piggyback flat cars from Pullman-Standard for lease to a major western railroad. Delivery will be completed by mid-May.

► *Wabash.*—Ordered 50 70-ton, 3,500-cu ft covered hopper cars from American Car & Foundry Division of ACF Industries, Inc. Delivery is scheduled for May.

LOCOMOTIVES

► *Canadian Pacific.*—Ordered 12 660-hp diesel road switchers, 6 1,000-hp light-weight diesel road switchers and 13 1,000-hp diesel road switchers from Montreal Locomotive Works; 16 1,200-hp diesel road switchers and 15 1,750-hp diesel road switchers from General Motors Diesel, Ltd.; and 2 500-hp hydraulic switchers from Canadian Locomotive Co.

► *Kansas City Southern.*—Ordered 3 1,750-hp GP-9 diesel-electric road switchers from EMD. Cost: $516,000. Delivery is scheduled for May and June.

PASSENGER-TRAIN CARS

► *Kansas City Southern.*—Ordered 10 70-ft steel baggage cars from Pullman-Standard for mid-June delivery.

Highway Cost Questions Posed

AAR Economist Burton Behling last week called on Congress to take a firm stand on certain questions involving the financing and operation of the multi-billion-dollar federal highway system.

Mr. Behling was a featured speaker at a two-day conference on rail-highway problems conducted in Chicago by the AAR Committee on Grade Crossings.

It was pointed out that some 3,500 miles of highway have been completed since the passage of the 1958 federal highway act. Another 3,500 miles is under construction. But it was also pointed out that while Congress set up the machinery for road-building, it didn't settle all the questions involving financial or operating factors.

Mr. Behling said Congress must determine (1) whether users will pay full costs, (2) the cost responsibility of heavy truckers and (3) how to maintain reasonable control of truck sizes and weights.

Deficit spenders in Washington, Mr. Behling charged, are considering use of money from general funds to help pay for highway projects, on the reasoning that the highways make a contribution to the national defense. Such reasoning, he contended, forgets that all industry makes its contribution to defense.

Mr. Behling's comments on the federal program led off the second day of a railroad-highway conference sponsored by the AAR's Committee on Grade Crossings.

Earlier, a four-man panel—two railroad engineers, two highway department officers—dug into some of the problems raised by Bureau of Public Roads Policy and Procedure Memorandum 21-10, which sets standards for crossing separation or protection projects. Among the problems discussed:

- *Clearances.* C. J. Henry, chief engineer of the Pennsylvania, called on the carriers to put up a more united front in getting recognition of future railroad space needs when highway overpasses are built. Highway planning engineers are thinking ahead for themselves, he said, in providing extra space for highway shoulders or additional lanes. But they don't give enough consideration to the railroad's need for clearance to lay additional tracks or even to allow space for movement of off-track maintenance equipment.
- *Maintenance.* J. M. Trissal, vice president and chief engineer of the Illinois Central, called attention to the growing cost of maintaining crossing protection—$512 for flashing lights and $855 for flashing lights and gates per year now, compared to $474 and $785, respectively, just two years ago. He also pointed out that replacement of worn out automatic signals is classed as a new project, with railroad cost limited to 10%—but replacement of signals damaged by vehicular traffic must often be financed solely by the railroad. Some stipulation should be made, he said, to treat such replacements as new work, thus relieving the railroad from the full cost responsibility.
- *State government policy.* Mark U. Watrous, state highway engineer, Colorado Department of Highways, noted that his state is one of a few that will contribute to replacement costs where signals have been damaged by vehicular traffic. Although federal funds are not available for maintenance or replacement, he said, the state should still participate to an extent.
- *Railroad-highway department liaison.* G. M. Williams, assistant commissioner for engineering, Bureau of Public Roads, urged closer communication between railroad and state highway officers where the plans of one organization will affect the other.

As for the present standards for crossing separation and protection (PPM 21-10), Mr. Williams and F. N. Barker, chairman of the AAR committee, agreed that the arrangement is a workable one. Mr. Williams called the allocation of costs—10% maximum to the railroad—"just and reasonable." Mr. Barker, assistant chief engineer, Santa Fe system, was a little less enthusiastic. From a railroad standpoint, he indicated, certain conditions could be improved, although the present agreement is "on the whole a reasonable, workable arrangement."

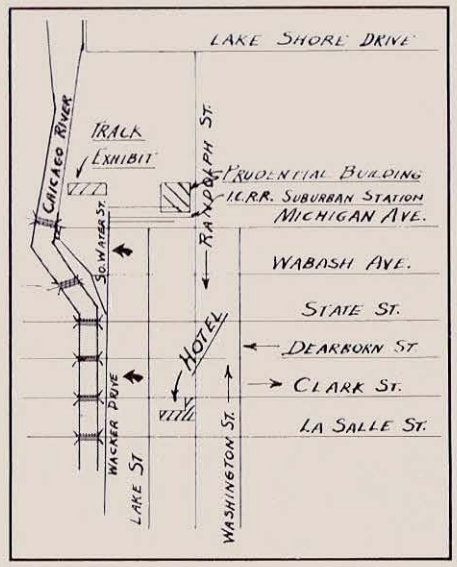
Standardization Called Piggyback's Big Need

Commissioner Anthony Arpaia of the ICC has told the Central Arkansas Traffic and Transportation Club that lack of standardization is slowing up the development of coordinated through piggyback services.

"Two of the fastest-growing systems, namely, Flexi-Van and Clejan, are incompatible," Mr. Arpaia said. He added: "Some railroads have been reluctant to enter the piggyback field until standardization is achieved. A somewhat similar situation exists in the corodination of service by water and air carrier with other forms of transportation. . . . Perhaps the time has arrived . . . to improve and expand the procedural machinery . . . to produce uniformity at the earliest possible time."

Suppliers Schedule Track Show

Track space will be available to exhibitors for the first time during the 1959 annual meetings of the Coordinated Mechanical Associations at Chicago next September 20-23.



Three 500-ft Illinois Central tracks located near the Chicago River, just north of the IC Suburban Station, will be used for display of cars, locomotives and their components. One of the tracks is along a covered platform and is available for walk-in exhibits. Free bus service will serve the track exhibit from convention headquarters at the Sherman Hotel.

In announcing the new track exhibit, the Allied Railway Supply Association also told of expanded exhibit space at the Sherman. Allied's acting secretary, C. R. Benz, said about 120 applications for exhibit space had been received to date. Application deadline is April 15. Space will be assigned May 1.

The exhibits are held in conjunction with the annual meetings of the Air Brake, Car Department Officers, Locomotive Maintenance Officers, and the Railway Fuel and Operating Officers Associations.

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People in the News

READING.—**Joseph A. Burke,** superintendent, Reading division, Reading, Pa., named assistant to vice president—passenger research, Philadelphia. **Sidney R. Spencer,** general passenger agent, Philadelphia, appointed assistant passenger traffic manager—research there. **John C. McGinn,** assistant to auditor of disbursements, will assist Messrs. Burke and McGinn. **John F. Gruber,** transportation assistant, Pottsville, Pa., succeeds Mr. Burke as superintendent of the Reading division. **Clarence R. Tippett,** assistant general passenger agent, Philadelphia succeeds Mr. Spencer. **Frank S. Campbell,** chief clerk, passenger traffic department, replaces Mr. Tippett.

RUTLAND.—**Richard M. Toohey** appointed district sales representative, Eastern region, at New York, representing the road in Pennsylvania, New Jersey, Delaware and Maryland. Mr. Toohey was formerly mid-west traffic manager of the Browning Steamship Lines in Detroit.

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SO FAR—SO GOOD!

by Hungerford

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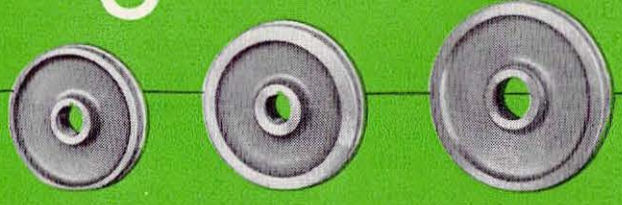

for Freight Cars Passenger Cars Diesel Locomotives

Edgewater Steel Company
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You Ought To Know...

Hotbox problems continue to plague the railroads. Average figures for all roads last December, just released, show 350,391 miles per hotbox set-off. This was poorest record in recent years. In 1957, the December figure was 462,475; in 1956, 438,425.

Market potentials and how they might be measured were discussed at last week's Transportation Research Forum in New York. Donald E. Church, chief, Transportation Division, Bureau of the Census, described tests by his bureau that use shipper surveys to measure the volume and character of traffic movements. The tests indicate, he said, that this method does "yield accurate detailed information concerning the commodities shipped."

Early failure of rewound motors may happen because things are not good inside of what looks like a beautiful commutator. To insure against such failure, National Electric Coil Div., McGraw-Edison Co., has extended its armature repair service to include disassembly of commutators, renewal of mica Vee rings and arch binding of Vee-bound commutators. Renewal of segments or complete refill is also an available service.

A 20% reduction has been made in ACL's roundtrip first-class fares on the "Dixie Flyer" between Jacksonville, Fla., and Atlanta, Ga. Under the new rate, Pullman passengers can ride for coach fare plus the sleeper space charge on journeys completed within five days.

Purchase of four 10-roomette, 5-bedroom sleepers and four 5-bedroom, buffet-lounge observation cars from the New York Central has been completed by the Canadian Pacific.

Integrated data processing equipment has been installed at two points on the Toledo, Peoria & Western (Effner and LaHarpe, Ill.) to boost efficiency in the road's operations, car reporting and shipper services. The new communications system was planned by TP&W, IBM and the Illinois Bell Telephone Company.

The Soo Line's guaranteed rate—first of its kind in the U. S. (RA, Dec. 15, 1958, p. 9)—has finally reached the ICC. The filing is in Item 815-B of Supplement 31 to Soo Line Freight Tariff 23-J, ICC 7473; also in Duluth, South Shore & Atlantic Freight Tariff 5-G, ICC 3931. Stated effective date is April 10. The proposed rate is $10.05 per net ton on steel or wrought iron pipe or tubing in minimum carloads of 80,000 lb from Sault Ste. Marie, Ont., to Chicago or points taking the same rate, but applies only when 90% of total tonnage from a single shipper moves by rail.

Northern Pacific increased to 429 its ownership of damage-prevention, loader-equipped freight cars, with delivery of 100 50-ft insulated box cars built at Brainerd, Minn., company shops. Fifty cars carry DF equipment made by Evans Products, 50 use load stowing devices made by Pacific Car & Foundry.

A "postalized" rate plan for small shipments—said to permit rate reductions of up to 50 per cent—has been announced by Wilson Trucking Corp., Waynesboro, Va. Plan provides charges of $1, $1.25 and $1.50, depending on distance, for shipments of not more than two packages, and not over 100 lb in weight or $50 in value. Shippers and consignees deliver packages to, and pick up from, Wilson terminals.

Piggybacking of household goods between 22 major Canadian cities is covered in a new tariff scheduled to become effective March. 9. The tariff applies via either Canadian National or Canadian Pacific, but only on household goods in semi-trailers of a highway common carrier authorized to operate between the specific points named.

Rate reductions of 35% on gallonage in excess of 10,000 gallons (where the tank car has a capacity above 15,000 gallons) have been approved, in principle, by the Traffic Executive Association, Eastern Railroads. This clears the way for shippers to apply for the reductions between particular points. Reductions would apply in official territory, but might be extended inter-territorially with the concurrence of connecting lines.

C&O has started operating RDCs between Ashland and Elkhorn City, Ky. on the Big Sandy Division. The road acquired the two Budd cars late last year in a swap with the M&StL—32 70-ton hopper cars for the RDCs. The two cars will replace a standard diesel-operated train on the 134-mile run.

Union Pacific, Great Northern and Northern Pacific have made sharp cuts in round-trip coach fares between Portland and Seattle ($4.95 now compared to $7.20 before the reduction). One-way fares are scheduled to be cut from $4.00 to $3.70 Apr. 1.

The 197 employees in Great Northern's data processing department now work surrounded by soothing music—from a trial installation of Muzak. The cycle: 12 minutes of music, 15 minutes of silence. Speakers are controlled from a master switch panel which permits greater music volume in room areas of high machine noise concentration.

Service abandonment procedures will be tightened if Congress enacts proposed legislation sponsored by senators representing states which have commuter problems. The proposal would amend the Transportation Act of 1958 to eliminate time limits now imposed on the ICC in its handling of railroad abandonment notices. The effect would be to put interstate-service-abandonment cases on the same no-timetable basis as cases involving proposed abandonments of an entire line or all operations on a line. Leading proponent of the legislation is Senator Case of New Jersey.

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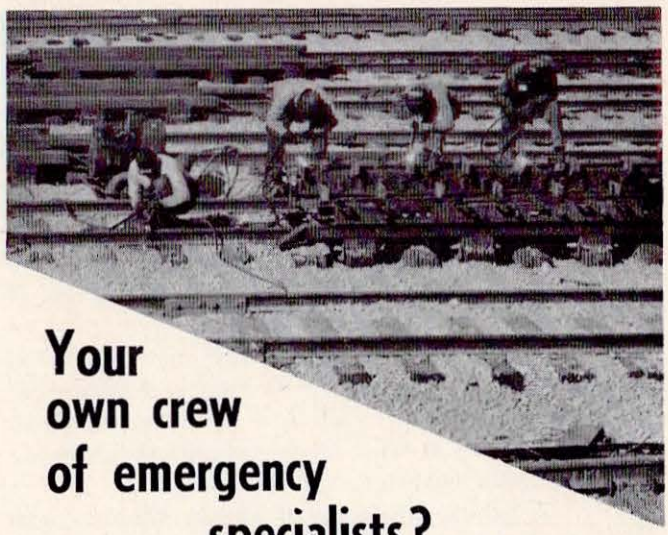

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First Things First

We note that railroad managements want to limit discussion with unions "at this time" to the management proposal that both parties ask President Eisenhower to appoint a commission to study the working rules issue.

Such limitation of the subject matter at initial conferences is probably necessary. Nothing but confusion could result from a meeting at which any subject in which managements and unions are mutually interested might be brought up.

A practicable means of getting objective judgment on the working rules question deserves first place on the docket because (1) it is one of the few vital questions that might be answered without legislative or regulatory proceedings; and (2) because a rational solution to this question is a necessary ingredient in fruitful discussion of most other joint management-union concerns.

Chairman Laurence Whittemore of the Brown Company in New Hampshire recently told a shippers' group that the railroad problem requires the cooperation of all interested parties—management, unions, shippers. But it's pretty hard for the railroad industry (management and unions) to talk turkey to shippers, when they have important unfinished business of their own to deal with.

It would be a reasonable course, wouldn't it, for management to say to unions: "Come along and join us in a sound approach to the working rules question; and we will welcome your cooperation thereafter in seeking a solution to other industry problems"?

Cost Reduction is Vital

Railroad managements have never done an adequate job of explaining to employees why cost reduction is so vitally important to the railroads, including employees.

Too many railroad people (even some of the management side) look upon cost reduction as, primarily, a direct route to higher net income. But cost reduction is far more than that. It is not, primarily, a means of "saving labor"—but, rather, the most important factor there is in holding and attracting traffic. *Cost control is a job-maker, far more than it is a job-breaker.*

Nobody in the railroad business is unaware that the railroads have a terrific competitive battle on their hands. But too few railroaders understand that cost reduction is an indispensable weapon in winning this battle.

The reason is that costs set the floor below which railroad rates cannot go. The railroads are often willing to go perilously close to this floor in proposing rates on competitive traffic—but, if they get down too near the floor, the ICC suspends the rates. Hence, any costs railroads incur that are not absolutely necessary ruinously restrict the industry's ability to compete for traffic. The less traffic there is, the fewer jobs.

How to Get Equitable Taxation

The railroads are paying annually almost $400 million in state and local taxes—mostly taxes on railroad property. Competing agencies of transportation pay little or no comparable taxes, since most of the property they use is government-owned. Even if "user charges" on highways, waterways and airways should be raised to cover full costs—the railroads will still labor under a terrific competitive handicap, as long as theirs is the only property paying *ad valorem* taxes.

This uneconomic and prejudicial condition could be changed, if all transportation property (privately as well as publicly owned) were exempted from taxation, and a substitute tax were imposed on the gross revenues of *all* transportation agencies. After all, it's the revenue a carrier collects—not the property it owns—that is the true measure of its ability to pay taxes.

The suggestion that transportation taxes (quite independent of "user charges") be thus revised has been made to us by several readers. We have discussed the proposal with a number of well-informed people—most of whom think well of the idea. What do you think?

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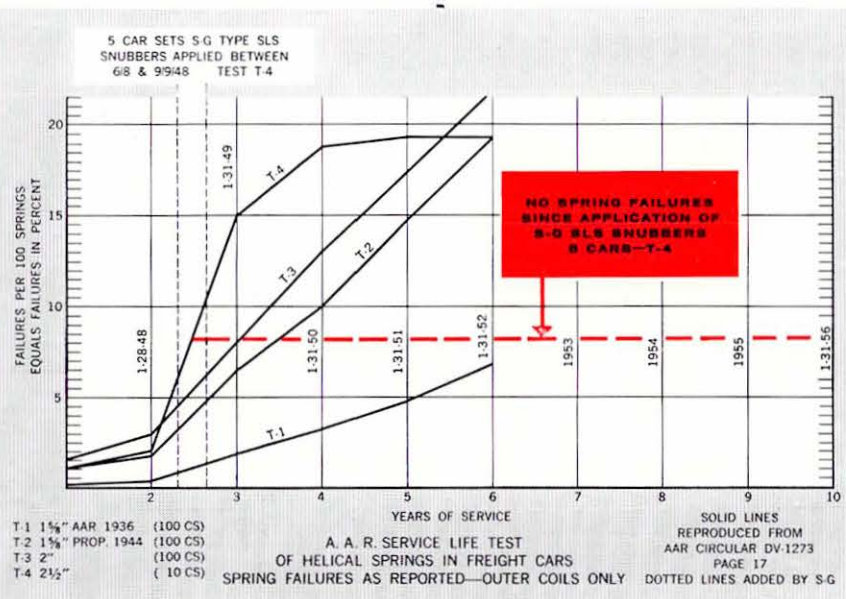

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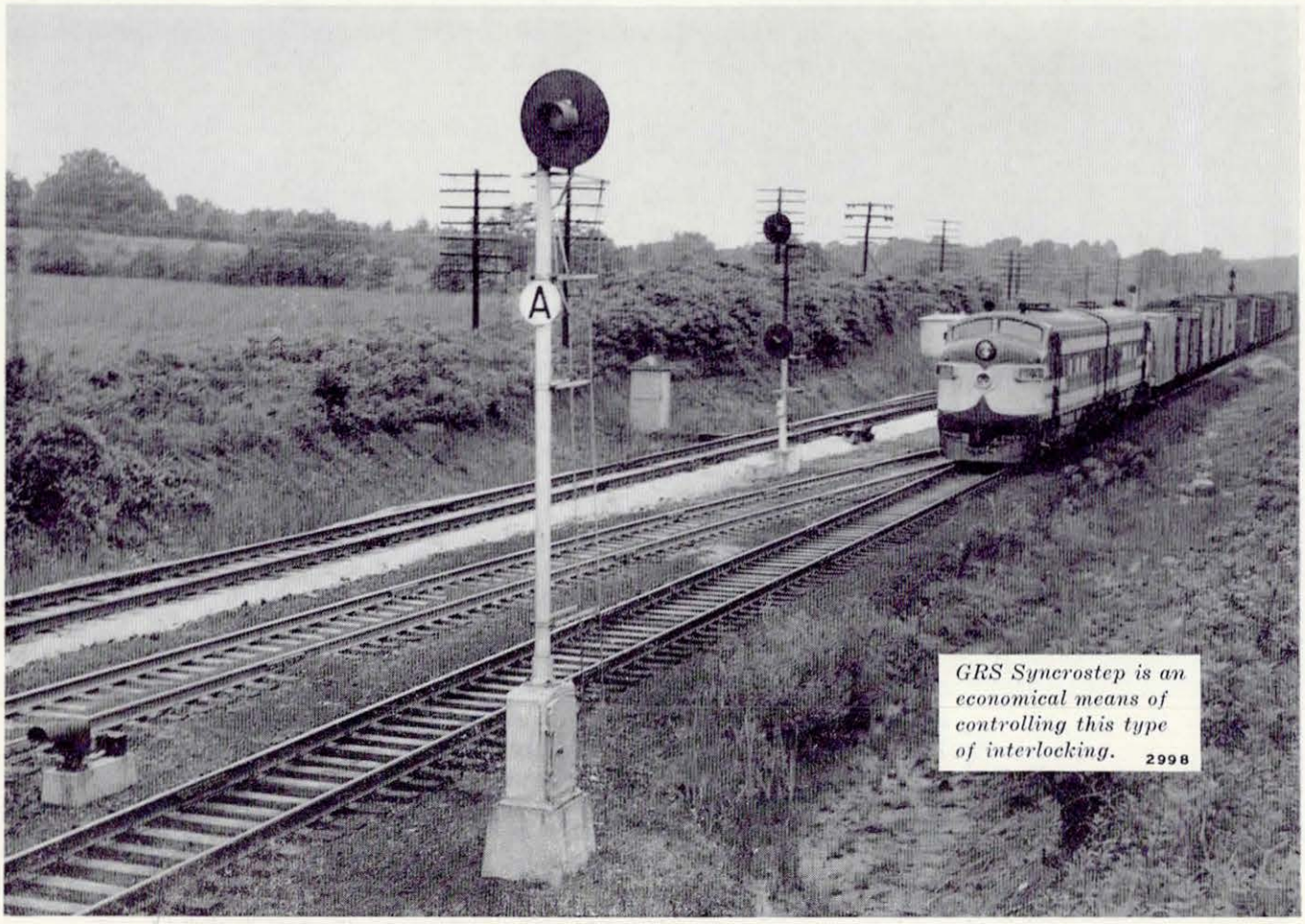

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